

NAVAL POSTGRADUATE SCHOOL

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THESIS

A STABILITY ANALYSIS
OF THE PROPOSED
CIRCULATION CONTROL ROTOR (CCR) PROTOTYPE

by

John Hendrix Cline

March 1977

Thesis Advisor:

L. V. Schmidt

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A Stability Analysis
of the Proposed
Circulation Control Rotor (CCR) Prototype

by

John Hendrix Cline
Lieutenant, United States Navy
B.S., United States Naval Academy, 1967

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TABLE OF CONTENTS

I.	INTRODUCTION -----	9
II.	BACKGROUND -----	12
III.	DISCUSSION -----	14
	A. THE PLANT MATRIX -----	15
	B. THE CONTROL MATRIX -----	22
	C. THE FEEDBACK LAW -----	30
	D. PNEUMATIC LEAD ANGLE SENSITIVITY CHECK --	36
IV.	CONCLUSIONS -----	40
APPENDIX A:	The basic plant matrix of the aircraft linearized equations of motion in the state variable format -----	42
APPENDIX B:	The modified "BASMAT" program for the W.R. CHURCH Computer Center IBM-360 -----	43
APPENDIX C:	The modified "BASMAT" program for the Hewlett-Packard mini-computer (HP-9830) -----	50
APPENDIX D:	Sample "BASMAT" computer output -----	54
BIBLIOGRAPHY	-----	59
INITIAL DISTRIBUTION LIST	-----	60

LIST OF TABLES

I.	Eigenvalues of the basic XH-2/CCR Airframe -----	18
II.	Aircraft mode shape summary -----	23
III.	Calculations of the pneumatic lead angle vs. airspeed -----	31
IV.	Coefficients for the basic control matrix, B_{x1} and B_{x2} , at velocities of: Hover; 35; 72; 110 and 130 knots -----	32
V.	Eigenvalues of the augmented matrix, A' , with the feedback gain matrix equal to $k = [0, 0, 0.45, 0.85, 0, 0, 0, 0]$ -----	37
VI.	Variations in the control matrix coefficients with variations in the pneumatic lead angle ----	38

LIST OF FIGURES

1.	Cross-coupling effects upon airframe (hover) ---	19
2.	Cross-coupling effects upon airframe modes (130 knots) -----	20
3.	Visualization of the Plenum pressure lead angle -----	29

LIST OF SYMBOLS AND ABBREVIATIONS

g	Acceleration due to gravity
L	Rolling moment about the x-axis due to aerodynamic torques
M	Pitching moment about the y-axis due to aerodynamic torques
N	Yawing moment about the z-axis due to aerodynamic torques
p	Roll rate, angular velocity about the x-axis (positive right wing down) $p = \dot{\phi}$
q	Pitch rate, angular velocity about y-axis (positive nose up) $q = \dot{\theta}$
r	Yaw rate, angular velocity about z-axis (positive nose right)
u	Linear perturbation velocity along x-axis (positive forward)
U	Linear steady-state velocity along the x-axis (positive forward)
v	Linear perturbation velocity along y-axis (positive out right wing)
w	Linear perturbation velocity along z-axis (positive down)
X	Aerodynamic force along x-axis (positive forward)
Y	Aerodynamic force along y-axis (positive out right wing)
Z	Aerodynamic force along z-axis (positive down)
ϕ	Phase angle of control system
ψ	Blade aximuth angle from aft position

I. INTRODUCTION

In the early 1970's the David W. Taylor Naval Ship Research and Development Center (DTNSRDC) initiated a research program into the feasibility of incorporating a Circulation Controlled Rotor (CCR) system in a Navy helicopter. The concept of the CCR and of improving airfoil lift-to-drag ratios using Coanda flows had been proven earlier by some of the world's leading aerodynamicist's and as early as 1959 Dorand had published in the Journal of the Helicopter Association of Great Britain an article on the application of a jet flap to control a helicopter rotor (Ref. 1). Studies and tests continued throughout the 1960's with more papers published in both the United States and in Europe on the improved performance and possible applications of a CCR (Ref. 2).

The Aviation and Surface Effects Division of DTNSRDC continued the research with further tests involving detailed pressure measurements of two-dimensional elliptical sections in their 15 x 20-inch subsonic wind tunnel. These tests reconfirmed that extremely high lift-to-drag ratios could be achieved by tangentially injecting air through a slot in the trailing edge of an airfoil. The results of these tests were incorporated in both two- and four-bladed model rotor systems for evaluation in the DTNSRDC 8 x 10 foot windtunnel (Ref. 3).

The incorporation of a CCR system in a full-size aircraft could conceivably offer other advantages over the conventional rotor system, in addition to the potentially improved aerodynamic performance traits. The conventional rotating mechanical swashplate system would be replaced by a non-rotating pneumatic plate in a plenum chamber located in the blade hub region. Collective control would be accomplished by changing the plenum chamber pressure, which increases or decreases the Coanda blowing equally at all blades via the individual blade supply or collector tubes. Cyclic control would be provided by tilting the pneumatic swashplate so that there is an azimuthal variation in Coanda blowing in each blade. This variation in blowing is a result of the changes in volume of air allowed to the collector tubes because of changes in the gap between the collector tubes and the non-rotating swashplate. This non-rotating swashplate and variations in Coanda blowing would replace the mechanical cyclic feathering required by conventional rotors and therefore eliminate the vibrations caused by this one-per-revolution cyclic mechanical movement. Another important point to recognize is that the CCR concept, with the Coanda blowing, will dictate a torsionally stiff rotor blade or rigid rotor system. This is a result of the disparity between the two lift generation centroids. The center of pressure due to Coanda blowing is near the blade midchord region, while the blade aerodynamic center remains near the rotor blade quarter chord point.

The proposed helicopter, with a simple hub and rigid rotor blades free of flapping and lag hinges, would result in a relatively clean aerodynamic hub system. The reduction in rotor and hub drag would be beneficial to the helicopter from a performance standpoint. The reduction in moving parts in the hub and blade system would also mean a quieter helicopter with a lower vibration level than that of a conventional rotor system. This latter effect has a favorable potential of improving the "ilities" (maintainability and reliability) for helicopter operations.

II. BACKGROUND

Early in 1973 the Naval Air Systems Command (NAVAIR) contracted the Lockheed Aircraft Company and Kaman Aerospace Corporation to investigate the feasibility of developing a full-scale flightworthy Circulation Controlled Rotor demonstrator aircraft. In the summer of 1974, some twelve months later, both companies returned reports to DTNSRDC and NAVAIR stating that: "the concept, while innovative, is completely safe in operation" (Ref. 4) and "that there is no fundamental flaw or deficiency in the CCR concept and that construction of a full scale CCR helicopter is feasible and practical" (Ref. 5). Lockheed Aircraft proposed the use of its L286/CCR while Kaman suggested "that the Kaman/Navy H-2 aircraft is an ideal test vehicle for the CCR concept" (Ref. 4).

With the additional goal of being able to incorporate a CCR system on any off-the-shelf helicopter with no major airframe or equipment changes, NAVAIR awarded a contract to Kaman Aerospace to "develop, build and test" a prototype CCR vehicle incorporating the use of the Navy/Kaman H-2 aircraft. This technology demonstration aircraft will tentatively be designated as the Navy XH-2/CCR.

Preliminary studies by Kaman promoted the belief that acceptable flying qualities would be sustained with the installed Stability Augmentation System (SAS) of the Kaman

H-2 with only minor changes in the gains of the feedback amplifiers (Ref. 5). Acceptable flying qualities does not necessarily mean all stable roots of the aircraft motion modes, since a weak oscillatory instability with a time-to-double amplitude of greater than three seconds can be tolerated by a proficient rotor-wing aircraft pilot. The objectives of this research was to confirm that Kaman's beliefs were in fact true and to find a suitable feedback law for the SAS of the XH-2/CCR such that within the aircraft's flight envelope the aircraft flying qualities will be acceptable to the evaluation pilot.

III. DISCUSSION

The study of the helicopter flight dynamics were conducted using the conventional non-dimensionalized state variable format of the aircraft linearized equations of motion (Ref. 6), modified to allow coupling of the longitudinal with the lateral-directional motions. This modification is a fairly elementary record-keeping operation when using state vector formulations. The basic plant matrix, A, of the aircraft linearized equations of motion in the state variable format is given in Appendix A.

The stability derivatives for the XH-2/CCR airframe were computer generated by the contractor using the MOSTAB-HFA program (Ref. 7) modified for the pertinent characteristics of the SH-2F airframe and the XH-2/CCR main rotor system. The flight conditions analyzed were for 1.0g level flight at sea level standard conditions. The aircraft gross weight was given as 11,000 pounds and a rotor tip speed of 615 feet per second (267 RPM) was used throughout the calculations. Stability derivatives were generated for airspeeds of: Zero (hover), 35, 72, 110, and 130 knots. These derivatives were computed in May of 1976 and then updated in November of the same year. The calculations made in this research effort are based on the updated, November 1976, data.

A. THE PLANT MATRIX

The plant matrix, A, was developed for the longitudinal and lateral-directional components and then the fully-coupled equations of motion using the contractor generated stability derivatives. The plant matrix, A, was partitioned into:

$$A = \begin{bmatrix} A_{11} & | & A_{12} \\ \hline & | & \\ A_{21} & | & A_{22} \end{bmatrix}$$

where $[A_{11}]$ represented the coefficients of the longitudinal stability derivatives and $[A_{22}]$ represented the coefficients of the lateral-directional stability derivatives. The cross-coupling stability derivatives were represented by the coefficients of $[A_{12}]$ and $[A_{21}]$.

The homogeneous form of the state equations took on the conventional form of:

$$\dot{\tilde{x}} = \begin{Bmatrix} \dot{x}_1 \\ \hline \ddot{x}_2 \end{Bmatrix} = A \tilde{x} = A \begin{Bmatrix} x_1 \\ \hline x_2 \end{Bmatrix}$$

where the state vector, x , included the partitioned longitudinal airframe state vector:

$$x_1^T = [u, w, q, \theta]$$

and the lateral-directional airframe state vector respectively:

$$\mathbf{x}_2^T = [p, r, v, \phi]$$

Normally in airframe dynamics the fact that most "fixed wing" aircraft approach symmetric conditions enables one to eliminate the cross coupling terms $[A_{12}]$ and $[A_{21}]$ and then to represent the aircraft by the decoupled equations of motion in the longitudinal and lateral-directional modes. Neglecting these cross-coupling terms allows analysis of the individual fourth-order systems and the size and shape of the applicable longitudinal and lateral-directions modes changes only slightly when the more complicated computations are made for the fully coupled eighth-order systems. Unfortunately, helicopters do not enjoy these conditions of symmetry and the effects of completely cross-coupling the longitudinal and lateral-directional equations are quite significant.

The fact that the helicopter had large cross-coupling effects was shown by the significant change in the eigenvalues for the uncoupled and fully-coupled computations and modal identification could not be completed from the results of the cross-coupled forms alone. The conclusion, therefore, was that the stability problem could not be solved by studying only the uncoupled components of the

equations of motion but must be undertaken using the fully coupled, eighth-order equations of motion.

Using the Basic Matrix Control Theory (BASMAT) computer program (Ref. 8) modified for the HP-9830 mini-computer and the IBM-360 digital computer located at the Naval Postgraduate School's W. R. Church Computer Center; calculations were made at the above stated airspeeds and the eigenvalues and eigenvectors of the plant matrix, A , were obtained for both the uncoupled and fully-coupled equations of motion. The revised programs for both the IBM-360 and the HP-9830 are included as part of this paper in Appendix B and C respectively.

The existence of a longitudinal unstable root in the uncoupled form was confirmed at all calculated speeds and the identification of the different modes in the fully-coupled eighth-order system was completed by slowly introducing the cross-coupling derivatives into the aircraft equations of motion. The eigenvalues and eigenvectors were traced and modes identified by letting A_{21} and A_{12} equal zero in the eighth-order system and then slowly increasing their values until they reached the final values of the basic plant matrix, A . The values of the uncoupled eigenvalues from the fourth-order solutions and the final eighth-order system results are included in Table I.

A modified root-locus is shown in Figures 1 and 2 for the airspeed conditions of hover and 130 knots respectively. The trajectory of the roots is shown as the amount

TABLE I

Eigenvalues of Basic XH-2/CCR Airframe

Note: Uncoupled airframe listing shows four longitudinal roots first followed by four lateral-directional roots.

Hover	(uncoupled)	(coupled)
$\lambda =$	$0.00159 \pm i 0.10077$	$\lambda = -0.28206 \pm i 0.01601$
	$= -0.23713$	$= 0.01867$
	$= -2.64654$	$= -0.05189$
	$= 0.02949 \pm i 0.27626$	$= -0.00634 \pm i 0.20903$
	$= -0.44778$	$= -5.18781 \pm i 2.53260$
	$= -7.71637$	
35 Knots	(uncoupled)	(coupled)
$\lambda =$	$-0.00971 \pm i 0.16470$	$\lambda = 0.01046 \pm i 0.13193$
	$= -0.30077$	$= -0.24564$
	$= -2.37101$	$= -4.50717 \pm i 2.34599$
	$= -0.24771 \pm i 0.81760$	$= -0.27651 \pm i 0.85642$
	$= -0.05339$	$= -0.06194$
	$= -6.61402$	
72 Knots	(uncoupled)	(coupled)
$\lambda =$	-0.79763	$\lambda = -0.05862 \pm i 0.15912$
	$= -0.14599$	$= -0.27382$
	$= -0.11719$	$= -4.40993 \pm i 2.33811$
	$= -2.19846$	$= -0.42956 \pm i 1.53113$
	$= -0.41632 \pm i 1.42319$	$= -0.05781$
	$= -0.05296$	
	$= -6.10178$	
110 Knots	(uncoupled)	(coupled)
$\lambda =$	$-0.38109 \pm i 0.26126$	$\lambda = -0.15433 \pm i 0.25617$
	$= 0.31503$	$= 0.36151$
	$= -2.92894$	$= -4.52643 \pm i 2.93431$
	$= -0.54931 \pm i 1.97156$	$= -0.53360 \pm i 2.10332$
	$= -0.04699$	$= -0.04816$
	$= -5.59397$	
130 Knots	(uncoupled)	(coupled)
$\lambda =$	$-0.30712 \pm i 0.29749$	$\lambda = -0.07151 \pm i 0.20758$
	$= 0.31242$	$= 0.41211$
	$= -3.02559$	$= -4.35708 \pm i 2.81962$
	$= -0.63733 \pm i 2.22591$	$= -0.56744 \pm i 2.34661$
	$= -0.05636$	$= -0.08227$
	$= -5.00383$	

FIGURE 1. CROSS-COUPLING EFFECTS UPON AIRFRAME MODES (HOVER)

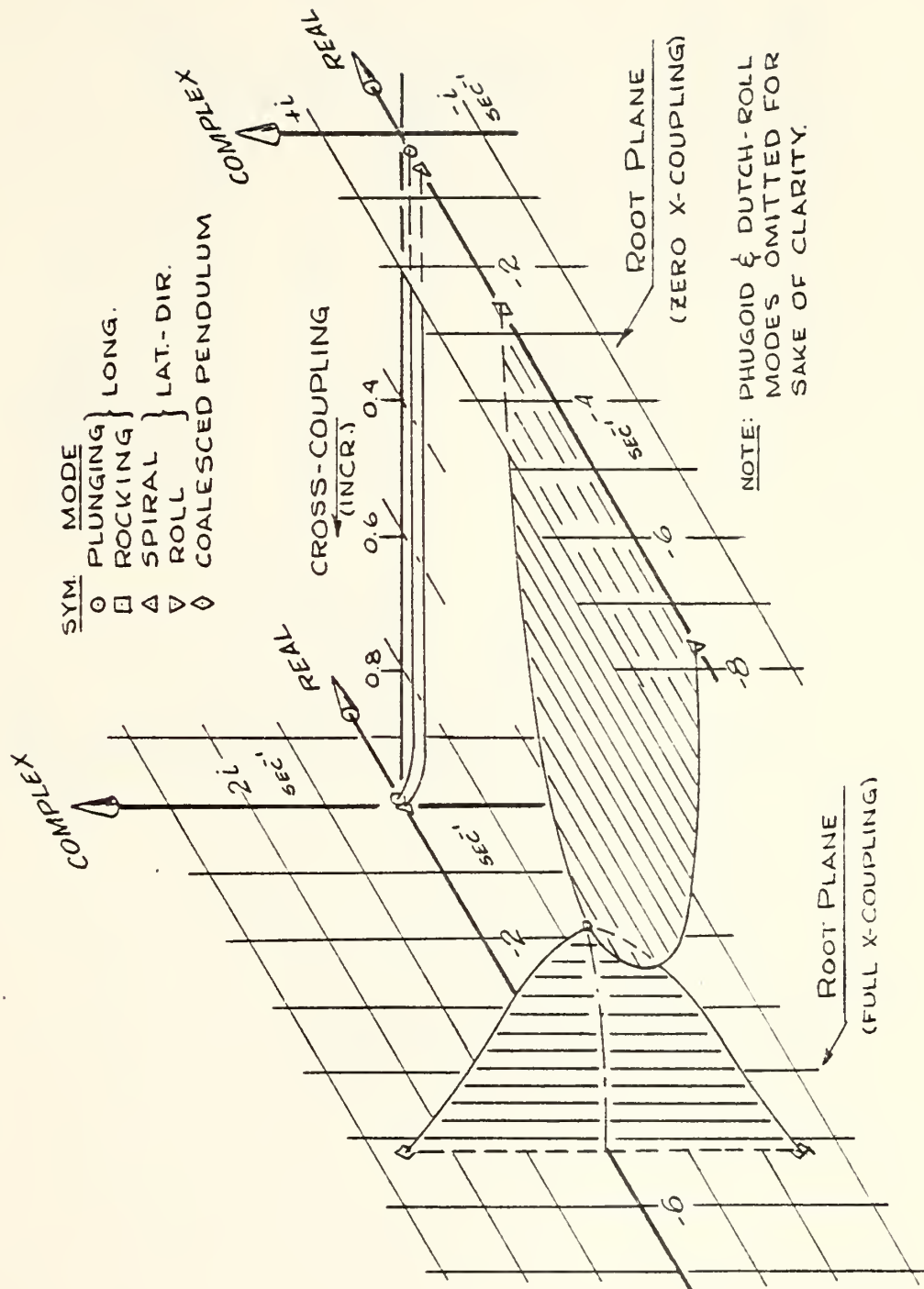
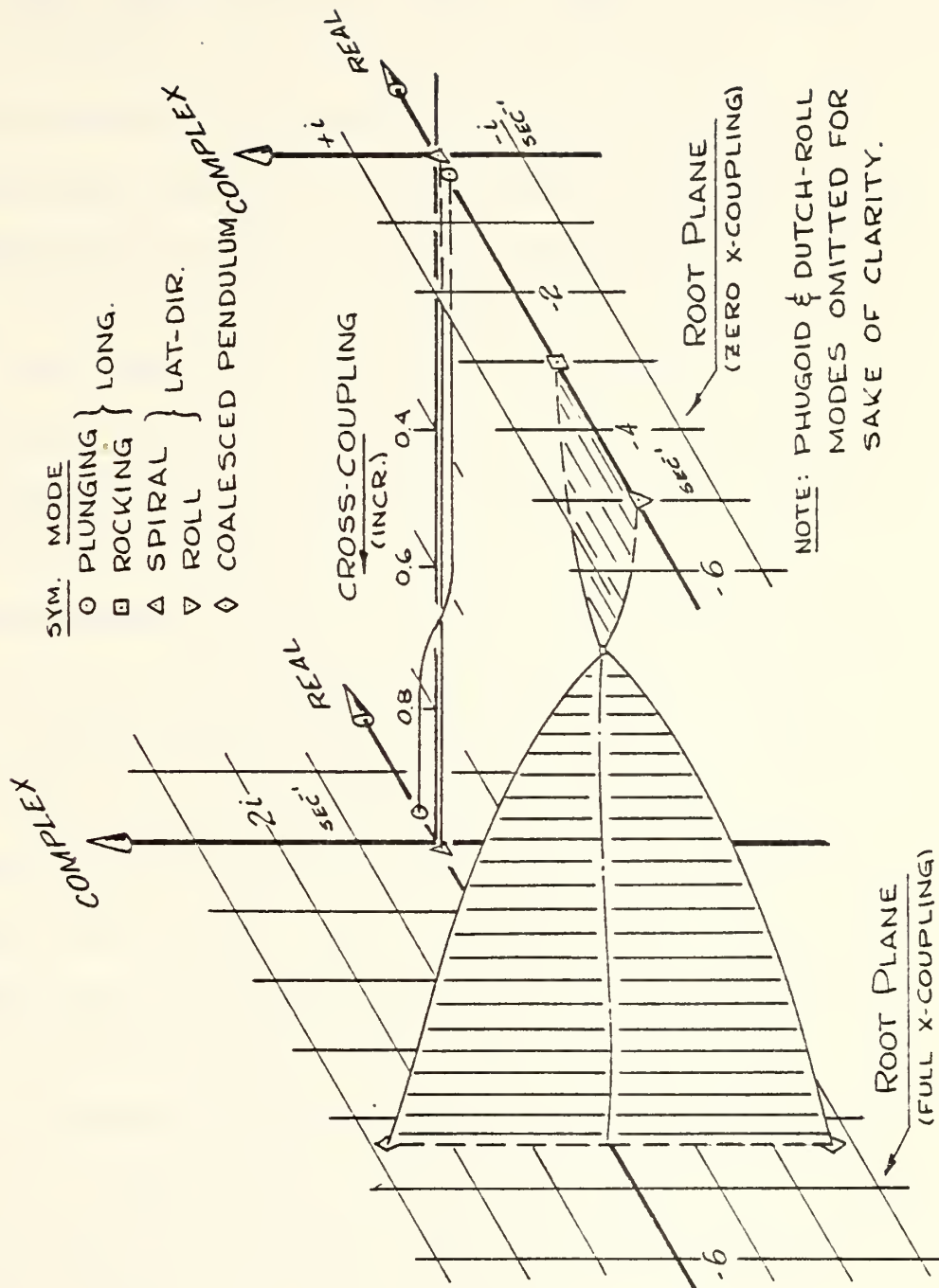


FIGURE 2. CROSS-COUPLING EFFECTS UPON AIRFRAME MODES ($U = 130$ KNOTS)



of cross-coupling increased from 0.0 to 1.0 with the latter limit corresponding to a fully cross-coupled system. The Dutch-roll and long period oscillatory roots are omitted for sake of clarity, but their values do not vary significantly with cross-coupling as shown in Table I.

The uncoupled non-oscillatory lateral-directional roots may be identified as spiral and roll subsidence roots by both the mode shape and time constants using familiar analogies from fixed wing aircraft. The remaining two non-oscillatory roots from the uncoupled longitudinal degrees of freedom would normally correspond to a short period situation in fixed wing aircraft.

It was observed that the low time constant-real roots, one each from the longitudinal and lateral-directional degrees of freedom respectively remain almost invariant with the amount of cross-coupling until they reach the neighborhood of full cross-coupling. At that time the longitudinal root becomes weakly unstable with a time-to-double amplitude of approximately 37 and 1.68 seconds at hover and 130 knots respectively. The latter situation definitely required improvement by means of stability augmentation. These two real roots could have been expected to coalesce into an oscillatory pair as cross-coupling varied, but possibly the close proximity to the almost invariant oscillatory long period and Dutch-roll roots prevented this action from occurring.

The second real-longitudinal root and the roll subsidence root may be observed to coalesce into a pair of complex conjugate (oscillatory roots) almost mid-range in the cross-coupling. The coalesced roots have a mode shape similar to a pendulum type of motion, but it was noted that this mode (in the fully-coupled situations) was quite heavily damped.

The aircraft mode shapes are defined in Table II for hover and 130 knots velocities in both the uncoupled and fully coupled situations. Without these mode shapes, there would be difficulties involved in interpreting the Characteristic root migrations as shown in Figures 1 and 2. The symbol (⊙) is used on the figures to identify a longitudinal plunging subsidence mode which will be spotted in Table II with the (w) velocity perturbation being the dominant term. This root, which in conventional airframe systems would be combined with the rocking mode root (⊠) to yield the conventional oscillatory short period mode, is the "culprit" which becomes unstable in the fully coupled situation. As will be noted in Figures 1 and 2, the longitudinal rocking and the lateral roll subsidence modes coalesce into an oscillatory pendulum type mode.

B. THE CONTROL MATRIX

In addition to the definition of the airframe plant, the contractor provided the MOSTAB generated control matrices. The derivative information, presumably the result

TABLE II
MODE SHAPE SUMMARY

A. Hover Conditions

1. Zero Cross-Coupling

a. Longitudinal-oscillatory long period

$$\lambda = 0.0016 \pm i 0.1008 \quad \text{Period} = 62.3 \text{ sec} \quad T_2 = 435.94 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.0196; \text{arg. } -116.8 \text{ deg.} \\ 0.0003; \text{arg. } 83.8 \text{ deg.} \\ 0.0031; \text{arg. } -5.4 \text{ deg.} \end{Bmatrix}$$

b. Longitudinal-plunging subsidence

$$\lambda = -0.2371 \quad T_{\frac{1}{2}} = 2.92 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 0.0700 \\ 1.0000 \\ 0.0000 \\ 0.0000 \end{Bmatrix}$$

c. Longitudinal-fore/aft rocking subsidence

$$\lambda = -2.647 \quad T_{\frac{1}{2}} = 0.26 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.0090 \\ -0.1830 \\ 0.0690 \end{Bmatrix}$$

d. Lateral-Directional-Dutch Roll

$$\lambda = 0.0295 \pm i 0.2762 \quad \text{Period} = 22.8 \text{ sec.} \quad T_2 = 23.4 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.0025; \text{arg. } 166.4 \text{ deg.} \\ 0.0250; \text{arg. } -34.4 \text{ deg.} \\ 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.0090; \text{arg. } 82.4 \text{ deg.} \end{Bmatrix}$$

e. Directional-Spiral subsidence

$$\lambda = -0.448 \quad T_{\frac{1}{2}} = 1.55 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.0044 \\ -0.1650 \\ 1.000 \\ 0.0099 \end{Bmatrix}$$

f. Lateral-Roll Subsidence

$$\lambda = -7.716 \quad T_{\frac{1}{2}} = 0.090 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.0294 \\ 0.8669 \\ -0.1296 \end{Bmatrix}$$

TABLE II (Continued)

A. 2. Full Cross-coupling

a. Longitudinal-oscillatory long period

$$\lambda = -0.2821 \pm i 0.0160 \quad \text{Period} = 392.7 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.7102; \text{arg. } 14.1 \text{ deg.} \\ 0.0025; \text{arg. } 173.4 \text{ deg.} \\ 0.0089; \text{arg. } -3.3 \text{ deg.} \\ 0.0008; \text{arg. } 176.0 \text{ deg.} \\ 0.0490; \text{arg. } 174.5 \text{ deg.} \\ 0.1924; \text{arg. } 182.6 \text{ deg.} \\ 0.0028; \text{arg. } -0.7 \text{ deg.} \end{Bmatrix} \quad T_1 = 2.46 \text{ sec}$$

$$\frac{1}{2}$$

b. Cross-coupled Pendulum Mode

$$\lambda = -5.1878 \pm i 2.5326 \quad \text{Period} = 2.48 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.6181; \text{arg. } -141.88 \text{ deg.} \\ 0.0798; \text{arg. } 155.40 \text{ deg.} \\ 0.4219; \text{arg. } 2.14 \text{ deg.} \\ 0.0731; \text{arg. } -155.84 \text{ deg.} \\ 0.7618; \text{arg. } -42.92 \text{ deg.} \\ 0.0386; \text{arg. } 177.95 \text{ deg.} \\ 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.1320; \text{arg. } 163.10 \text{ deg.} \end{Bmatrix} \quad T_1 = 0.13 \text{ sec}$$

$$\frac{1}{2}$$

c. Lateral-Direction - Coupled Dutch Roll Mode

$$\lambda = -0.0063 \pm i 0.2090 \quad \text{Period} = 30.1 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000; \text{arg. } 0.00 \text{ deg.} \\ 0.0162; \text{arg. } -171.87 \text{ deg.} \\ 0.0014; \text{arg. } 3.04 \text{ deg.} \\ 0.0065; \text{arg. } -88.70 \text{ deg.} \\ 0.0006; \text{arg. } 145.88 \text{ deg.} \\ 0.0126; \text{arg. } 1.69 \text{ deg.} \\ 0.4099; \text{arg. } 33.20 \text{ deg.} \\ 0.0028; \text{arg. } 122.38 \text{ deg.} \end{Bmatrix} \quad T_1 = 109.26 \text{ sec.}$$

$$\frac{1}{2}$$

d. Lateral-

$$\lambda = -0.0519 \quad T_1 = 13.36 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.0358 \\ -0.0000 \\ 0.0016 \\ -0.0000 \\ -0.0077 \\ -0.1992 \\ 0.0003 \end{Bmatrix} \quad \frac{1}{2}$$

TABLE II (Continued)

e. Longitudinal

$$\lambda = 0.0187$$

$$T_2 = 37.13 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.0224 \\ -0.0000 \\ -0.0006 \\ -0.0000 \\ -0.2016 \\ -0.0001 \end{Bmatrix}$$

B. 130 Knots

1. Zero Cross-coupling

a. Longitudinal-oscillatory Long Period Mode

$$\lambda = -0.3071 \pm i 0.2975 \quad \text{Period} = 21.1 \text{ sec.} \quad T_{\frac{1}{2}} = 2.26 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 0.5812; \text{ arg. } -67.70 \text{ deg.} \\ 1.0000; \text{ arg. } 0.0 \text{ deg.} \\ 0.0026; \text{ arg. } 39.45 \text{ deg.} \\ 0.0061; \text{ arg. } -96.46 \text{ deg.} \end{Bmatrix}$$

b. Longitudinal -

$$\lambda = 0.3124$$

$$T_2 = 2.22 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.7721 \\ -0.0043 \\ -0.0138 \end{Bmatrix}$$

c. Longitudinal -

$$\lambda = -3.0256$$

$$T_{\frac{1}{2}} = 0.23 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \end{Bmatrix} = \begin{Bmatrix} 0.0185 \\ 1.0000 \\ -0.0108 \\ 0.0036 \end{Bmatrix}$$

d. Lateral-Directional Dutch Roll Mode

$$\lambda = -0.6373 \pm i 2.2259 \quad \text{Period} = 2.8 \text{ sec.} \quad T_{\frac{1}{2}} = 1.09 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.0185; \text{ arg. } 0.02 \text{ deg.} \\ 1.0000; \text{ arg. } 0.0 \text{ deg.} \\ 0.0107; \text{ arg. } 179.96 \text{ deg.} \\ 0.0036; \text{ arg. } - 0.0 \text{ deg.} \end{Bmatrix}$$

TABLE II (Continued)

e. Lateral-

$$\lambda = -0.0564$$

$$T_{\frac{1}{2}} = 12.29 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} -0.0077 \\ 0.0203 \\ 1.0000 \\ 0.1363 \end{Bmatrix}$$

f. Lateral-

$$\lambda = -5.0038$$

$$T_{\frac{1}{2}} = 0.14 \text{ sec.}$$

$$\begin{Bmatrix} p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ -0.0381 \\ -0.0674 \\ -0.1999 \end{Bmatrix}$$

B. 2. Full Cross-coupling

a. Longitudinal-oscillatory Long Period Mode

$$\lambda = -0.0715 \pm i 0.2076 \quad \text{Period} = 30.3 \text{ sec.} \quad T_{\frac{1}{2}} = 9.69 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.4987; \text{arg. } 10.05 \text{ deg.} \\ 0.0014; \text{arg. } 34.18 \text{ deg.} \\ 0.0064; \text{arg. } -74.83 \text{ deg.} \\ 0.0045; \text{arg. } 167.65 \text{ deg.} \\ 0.0027; \text{arg. } 81.22 \text{ deg.} \\ 0.3260; \text{arg. } 25.33 \text{ deg.} \\ 0.2051; \text{arg. } 883.34 \text{ deg.} \end{Bmatrix}$$

b. Lateral-Directional - Coupled Dutch Roll Mode

$$\lambda = -0.5674 \pm i 2.3466 \quad \text{Period} = 2.7 \text{ sec.} \quad T_{\frac{1}{2}} = 1.22 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.0111; \text{arg. } -109.36 \text{ deg.} \\ 0.2045; \text{arg. } -20.66 \text{ deg.} \\ 0.0023; \text{arg. } -74.39 \text{ deg.} \\ 0.0009; \text{arg. } 88.99 \text{ deg.} \\ 0.0045; \text{arg. } 159.81 \text{ deg.} \\ 0.0110; \text{arg. } -76.86 \text{ deg.} \\ 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.0019; \text{arg. } 56.22 \text{ deg.} \end{Bmatrix}$$

TABLE II (Continued)

c. Cross-couple Pendulum Mode

$$\lambda = -4.3571 \pm i 2.8196 \quad \text{Period} = 2.2 \text{ sec.} \quad T_1 = 0.16 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 0.0177; \text{arg. } 12.86 \text{ deg.} \\ 1.0000; \text{arg. } 0.0 \text{ deg.} \\ 0.0214; \text{arg. } -66.01 \text{ deg.} \\ 0.0041; \text{arg. } -3.95 \text{ deg.} \\ 0.0412; \text{arg. } 82.02 \text{ deg.} \\ 0.0066; \text{arg. } -8.08 \text{ deg.} \\ 0.2695; \text{arg. } 37.04 \text{ deg.} \\ 0.0079; \text{arg. } -65.07 \text{ deg.} \end{Bmatrix}$$

d. Longitudinal-

$$\lambda = 0.4121 \quad T_2 = 1.68 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} -0.7732 \\ 1.0000 \\ 0.0006 \\ 0.0014 \\ -0.0031 \\ -0.0014 \\ -0.0342 \\ -0.0075 \end{Bmatrix}$$

d. Lateral

$$\lambda = -0.0823 \quad T_1 = 8.42 \text{ sec.}$$

$$\begin{Bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{Bmatrix} = \begin{Bmatrix} 1.0000 \\ 0.0781 \\ -0.0000 \\ 0.0009 \\ -0.0041 \\ 0.0076 \\ 0.5428 \\ 0.0504 \end{Bmatrix}^{\frac{1}{2}}$$

of pneumo-dynamic modeling in the hub and blade blowing sections, was supplied as airframe forces and moments per unit (3060 psf) pressure variation at the pneumatic swashplate referenced to the aircraft axis. The cyclical variation of the plenum pressure upon control was given by:

C (2) .. The coefficient of the cosine ψ type variation in the control matrix.

C (3) .. The coefficient of the sine ψ type variation in the control matrix.

where, ψ , represents the blade azimuthal angle. One can visualize the longitudinal and lateral cyclic controls as rotating the pneumatic swashplate about an orthogonal set of axes that leads the blade azimuthal angle by some angle, ϕ , in an analogous manner to the practise on mechanical swashplates. Then, as shown in Figure 3, the apparent longitudinal and lateral cyclic control matrices become, by a coordinate rotation, as follows:

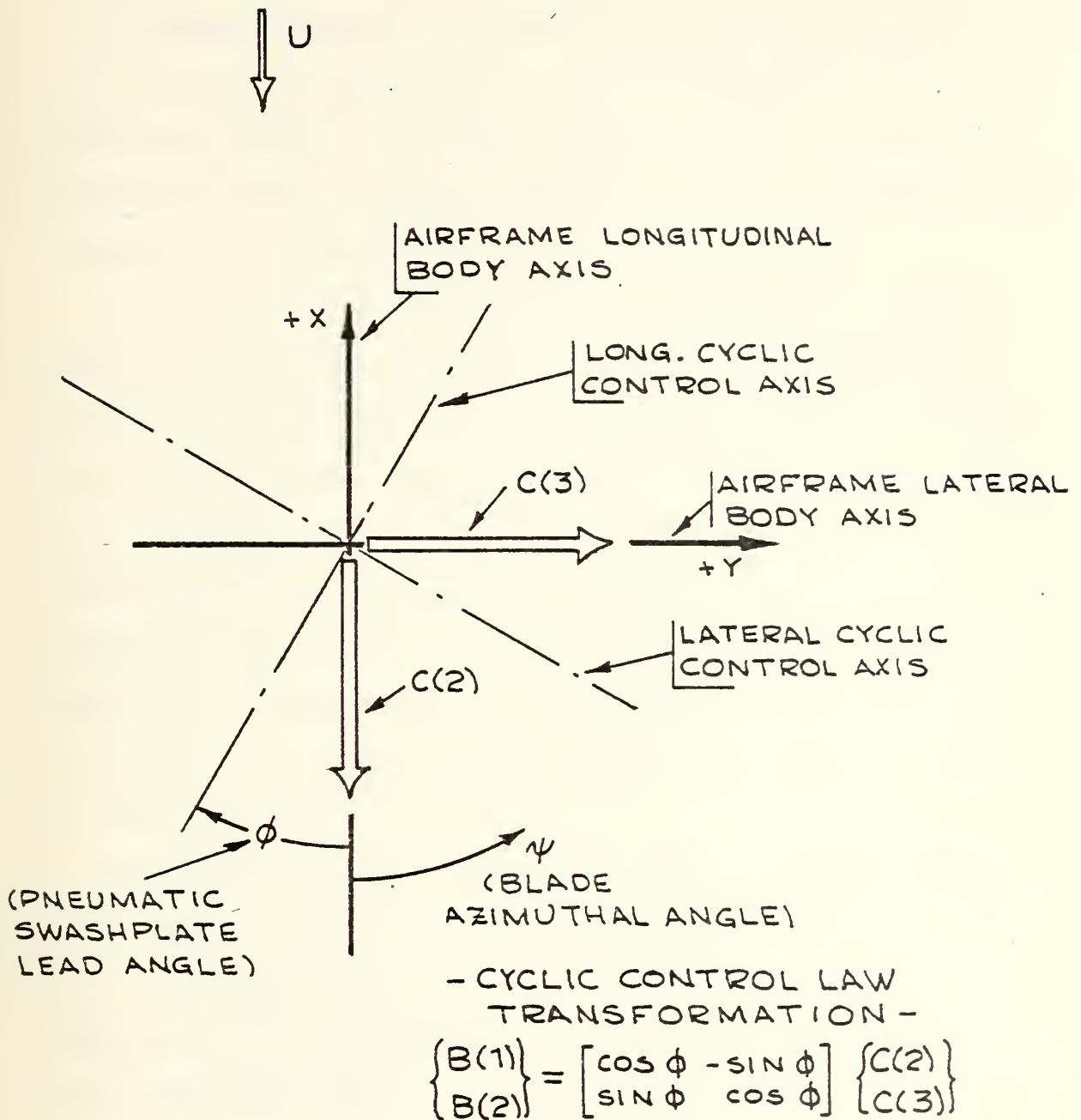
$$B (1) = C (2) \cos \phi - C (3) \sin \phi$$

$$B (2) = C (2) \sin \phi + C (3) \cos \phi$$

where B(1) and B(2) are the longitudinal and lateral cyclic control matrices respectively. No attempt was made to relate these control matrices to actual control stick motions, although reasonable estimates could have been made.

The criteria employed in selecting the control lead angle was the following:

FIGURE 3. VISUALIZATION OF THE PLENUM PRESSURE LEAD ANGLE



- o Longitudinal cyclic .. produced negligible rolling moment.
- o Lateral cyclic .. produced negligible pitching moment.

Although absolute satisfaction of these constraints concurrently with one choice of lead angle, ϕ , was not physically realizable, it was remarkable that a single value of lead angle, $\phi = 40$ degrees, provided a satisfactory solution in an engineering sense.

Table III lists the variation of pneumatic lead angle versus airspeed for satisfaction of the longitudinal and lateral cyclic constraints respectively. The selection of forty (40) degrees as an engineering answer is in accord with independent analysis done by Kaman Aerospace. The tabulation of the B(1) and B(2) control matrices for a pneumatic lead angle of forty (40) degrees are presented in Table IV. Inspection of the fifth row of B(1) and third row of B(2) provides an indication of the reasonableness of the solution.

The effects of plus and minus five (5) degree changes in pneumatic lead angle will be described during the analysis. This type of sensitivity analysis will provide an indication of the airframe stability root sensitivity in the compensated mode.

C. THE FEEDBACK LAW

The study of the impact of various feedback control laws for reducing or removing the longitudinal instability

TABLE III

Calculations of the Pneumatic Lead Angle vs. Airspeed

$$B(1) = C(2) \cos \phi - C(3) \sin \phi$$

$$\phi_{B1} = \arctan \frac{C(2)_L}{C(3)_L}$$

$$B(2) = C(2) \sin \phi - C(3) \cos \phi$$

$$\phi_{B2} = \arctan \frac{-C(3)_N}{C(2)_N}$$

HOVER	$\phi_{B1} = 42.32^\circ$
-------	---------------------------

	$\phi_{B2} = 43^\circ 50'$
--	----------------------------

35 KNOTS	$\phi_{B1} = 37.16^\circ$
----------	---------------------------

	$\phi_{B2} = 39.36^\circ$
--	---------------------------

72 KNOTS	$\phi_{B1} = 40.87^\circ$
----------	---------------------------

	$\phi_{B2} = 33.09^\circ$
--	---------------------------

110 KNOTS	$\phi_{B1} = 39.83^\circ$
-----------	---------------------------

	$\phi_{B2} = 36.63^\circ$
--	---------------------------

130 KNOTS	$\phi_{B1} = 40.61^\circ$
-----------	---------------------------

	$\phi_{B2} = 42.56^\circ$
--	---------------------------

TABLE IV

Coefficients of the Control Matrix B_{1x}
and B_{2x} for pneumodynamic lead angle
of (40) degrees

	HOVER	35 KTS	72 KTS	110 KTS	130 KTS
B_{11}	-12.96	-11.13	-8.474	-7.593	-5.121
B_{21}	-8.697	-13.08	-9.193	-22.13	-27.61
B_{31}	9.356	7.565	6.911	7.223	6.726
B_{41}	0.0	0.0	0.0	0.0	0.0
B_{51}	1.164	-1.124	0.295	-0.053	0.174
B_{61}	-0.267	-0.055	-1.446	-0.905	-1.098
B_{71}	4.897	2.816	2.842	3.049	2.030
B_{81}	0.0	0.0	0.0	0.0	0.0

B_{12}	5.486	3.860	2.086	0.639	1.711
B_{22}	-0.765	5.042	2.296	11.21	11.53
B_{32}	-0.572	0.084	0.837	0.425	0.304
B_{42}	0.0	0.0	0.0	0.0	0.0
B_{52}	28.72	22.68	19.52	18.30	16.52
B_{62}	-0.106	-0.643	0.521	0.965	0.585
B_{72}	12.94	10.36	9.244	10.60	9.996
B_{82}	0.0	0.0	0.0	0.0	0.0

began with an attempt to vary the available longitudinal feedback gains and to investigate the eigenvalues and eigenvectors as these gains were varied.

The modified plant matrix, A' , was developed in the traditional matrix manner in the uncoupled and fully-coupled state variable format where:

$$A' = A - Bk$$

When only longitudinal cyclic control is considered, the control effectiveness matrix $[B]$ becomes an eight-by-one matrix while the feedback gain coefficient matrix $[k]$ becomes a one-by-eight matrix. The matrix product, Bk , is an eight-by-eight matrix.

$$B^T = [U, W, Q, \theta, P, R, V, \phi]$$

$$k = [k_u, k_w, k_q, k_\theta, k_p, k_r, k_v, k_\phi]$$

The earlier confirmation that the unstable root was primarily associated with the longitudinal airframe modes was the reason for only employing feedback in the longitudinal cyclic control when developing the modified plant matrix, $[A']$. An arbitrary set of moderately damped oscillatory stable roots were selected:

$$\lambda_{1,2} = 1.68 \pm i 8.21$$

which corresponded to:

$$\omega_n = \text{undamped natural frequency} = 8.38 \text{ sec}^{-1}$$

$$\zeta = \text{dimensionless damping ratio} = 0.2$$

Since it had been established in the basic plant matrix that the short period mode was the dominant instability, the arbitrarily selected second-order system (a form of modal control) was applied to the augmented two-by-two matrix, A' , and the closed form solution calculated to yield values of k_w and k_q . Gain values of $k_w = 0.05$ and $k_q = 0.22$ were determined to yield the desired results but the application of these gains alone, to the uncoupled four-by-four matrix and the fully-coupled eight-by-eight state variable problem failed to produce favorable results and the instability remained with the aircraft matrix at all of the calculated speeds.

The search for the acceptable feedback law using gains of k_w and k_q continued using the HR-9830 with a further modified BASMAT program that would automatically search for acceptable feedback gains in the range of k_w and k_q equal to minus one (-1) to plus one (+1.0). Although values of k_w and k_q could be found that would drive the augmented matrix stable (negative real parts of the eigenvalues) at each calculated speed, these values were not sequentially related to speed and, furthermore, were random in nature, often changing signs more than once as speed increased from hover.

The decision was then made to employ pitch attitude and pitch rate (k_θ and k_q) feedback respectively based on the knowledge that both pitch and pitch rate information were presently available in the H-2 aircraft. Programs existed for both the IBM-360 and the HP-9830 for accomplishing this search for acceptable feedback gains of k_q and k_θ , but while the IBM-360 was much faster in the actual computations (approximately twenty seconds of CPU time were required for the computations of the eigenvalues and eigenvectors for one set of plant, control and feedback gain coefficients vice twenty-five minutes for the HP-9830), the HP-9830 allowed for a much more convenient search. The HP-9830 allowed the programmer to make "in-line" decisions on changes in the feedback gains based on the previous results with approximately thirty minutes between output results. This removed the problem of the long delays encountered because of the turnaround time of the IBM-360. Typical turnaround times were two to five hours depending upon the computer usage at the time of program input. This long turnaround time was a result of the low job priority assigned the program by the computer center, a result of the complexity of the program and the large amount of core memory required.

The rationale of feeding back k_q and k_θ proved fruitful for values of:

$$k_q = 0.45 \quad \text{and} \quad k_\theta = 0.85$$

or the feedback matrix taking the form of:

$$k = [0, 0, 0.45, 0.85, 0, 0, 0, 0]$$

producing stable eigenvalues at all speeds calculated with the exception of hover. These gains did leave an unstable oscillatory root in hover, with a time to double amplitude of 18.15 seconds, over six times the three second minimum time to double amplitude allowed.

D. PNEUMATIC LEAD ANGLE SENSITIVITY CHECK

Concern had been shown over the possibility that variations in the pneumatic lead angle (ϕ) blowing could cause dramatic changes in the stability characteristics of the aircraft. It was recognized that changes in pneumatic lead angle would result in direct changes to the control matrix, B. In order to study the sensitivity to changes in lead angle, new values of the control matrix were computed for pneumatic lead angles of thirty-five (35) and forty-five (45) degrees. The results of these calculations are listed in Table VI. The IBM-360 program was further modified to compute the new eigenvalues and eigenvectors using the basic plant matrix, A, the computed feedback gains, k, given above, and allowing the longitudinal pneumatic control matrix, B, to vary for values of ϕ equal to thirty-five and forty-five degrees. The computed results

TABLE V

Eigenvalues of the augmented matrix, A' , at
velocities of: Hover, 35, 72, 110 and 130 Knots

Hover:

$$\begin{aligned}\lambda &= -0.00019 \\ &= -0.24473 \\ &= -0.47775 \\ &= -0.97459 \\ &= 0.03819 \pm i 0.27676 \\ &= -6.78748 \pm i 3.60274\end{aligned}$$

35 Knots:

$$\begin{aligned}&= -0.01709 \\ &= -0.04164 \\ &= -0.24762 \pm i 0.81412 \\ &= -0.67857 \pm i 0.13139 \\ &= -5.67357 \pm i 3.42617\end{aligned}$$

72 Knots:

$$\begin{aligned}&= -0.01445 \\ &= -0.07094 \\ &= -0.63074 \pm i 0.37790 \\ &= -0.43457 \pm i 1.47940 \\ &= -5.45309 \pm i 3.07803\end{aligned}$$

110 Knots:

$$\begin{aligned}&= -0.00326 \\ &= -0.04764 \\ &= -0.49037 \pm i 0.55734 \\ &= -0.54836 \pm i 2.06899 \\ &= -5.61868 \pm i 3.46986\end{aligned}$$

130 Knots:

$$\begin{aligned}&= -0.01401 \\ &= -0.07035 \\ &= -0.39270 \pm i 0.61107 \\ &= -0.59046 \pm i 2.34511 \\ &= -5.31913 \pm i 3.22033\end{aligned}$$

TABLE VI

Variations in the control matrix coefficients with variations in the pneumatic lead angle

HOVER	B ₁₁	B ₂₁	B ₃₁	B ₄₁	B ₅₁	B ₆₁	B ₇₁	B ₈₁
35°	-12.428	-8.730	9.730	0.0	3.662	-0.275	6.006	0.0
40°	-12.955	-8.697	9.356	0.0	1.164	-0.267	4.897	0.0
45°	-13.384	-8.597	9.370	0.0	-1.344	-0.256	3.75	0.0
35 KTS								
35°	-10.750	-9.950	7.543	0.0	0.857	-0.635	3.709	0.0
40°	-11.129	-6.778	7.565	0.0	-1.124	-0.643	2.816	0.0
45°	-11.423	-10.215	7.529	0.0	-3.097	-0.645	1.903	0.0
72 KTS								
35°	-8.260	-11.597	6.957	0.0	1.995	-1.171	3.637	0.0
40°	-8.474	-12.151	6.911	0.0	0.295	-1.237	2.842	0.0
45°	-8.624	-12.612	6.812	0.0	-1.407	-1.293	2.025	0.0
110 KTS								
35°	-7.508	-21.071	7.232	0.0	1.542	-1.167	3.961	0.0
40°	-7.593	-22.132	7.223	0.0	-0.053	-1.232	3.049	0.0
45°	-7.620	-23.024	7.158	0.0	-1.648	-1.288	2.114	0.0
130 KTS								
35°	-4.953	-26.501	6.733	0.0	1.613	-1.071	2.893	0.0
40°	-5.121	-27.611	6.726	0.0	0.714	-1.125	2.030	0.0
45°	-5.251	-28.511	6.674	0.0	-1.266	-1.170	1.151	0.0

showed that the variation of the pneumatic lead angle by plus or minus five (5) degrees had very little effect on the stability characteristics of the augmented plant matrix.

IV. CONCLUSIONS

A study has been made of the basic stability traits of the Kaman Aerospace Corporation XH-2/CCR helicopter, which is presently being constructed under NAVAIR contract as a technology demonstrator for the Circulation Control Rotor concept.

The airframe was defined by contractor generated stability and control derivatives which were then used to develop eigenvalues and eigenvectors for the system. The plant matrix (which characterizes the airframe) was generated by the MOSTAB program as modified to accommodate the CCR system, and the matrix coefficients represent the output from the program when it was operating in the 18 degree-of-freedom situation, i.e., six airframe degrees-of-freedom plus flapping, torsion and lead/lag degrees-of-freedom for the four blades ($6 + 3 \times 4 = 18$). The uncompensated airframe characteristic roots at hover are in close accord with results obtained by the contractor for the six degree-of-freedom airframe, including a mild non-oscillatory instability ($t_2 = 37.1$ sec.) that has been identified as due to a longitudinal short period type mode.

A feedback law has been identified using pitch attitude and pitch rate feedback into the longitudinal cyclic control that provides reasonable characteristic roots for the airframe. Presumably, further improvements could be obtained

by providing feedback in the lateral cyclic control system. The effect of varying the cyclic control lead angle on the pneumatic swashplate was investigated and found to be slight.

It should be noted that a unique feedback control law is not possible in modal control theory, when multiple control inputs (longitudinal and lateral cyclic) are available. Another way of stating this fact is that it is possible with several control inputs (and feedback laws) to have the same eigenvalues, but with different eigenvectors.

Finally, the characterization of the eigenvectors and identification of the eigenvalues with relevant modes was made possible by using a form of root locus analysis where the prime parameter was the amount of cross coupling. The trajectory of the characteristic roots as cross-coupling was linearly altered provided a physical insight into the history of the various roots.

Future studies are suggested to include estimating the mechanical gearing to the cockpit controls and then obtaining airframe response time histories for selected control inputs such as stick doublet type motions. Time histories can be generated quite readily using principles from control theory combined with calculated relations for system's transition matrices. It is quite possible that time history calculations for the compensated airframe will provide a better guide for selecting the control law. In any event, such studies will enhance satisfaction as to the question of airframe response behavior being reasonable.

APPENDIX A

The basic plant matrix of the aircraft linearized equations of motion in the state variable format

THE COUPLED "A" MATRIX

$$\begin{bmatrix} \dot{u} \\ \dot{w} \\ \dot{q} \\ \dot{\theta} \\ \dot{p} \\ \dot{r} \\ \dot{v} \\ \dot{\phi} \end{bmatrix} = \begin{bmatrix} X_u & X_w & X_q & -32.2 & X_p & X_r & X_v & 0.0 \\ Z_u & Z_w & U + Z_q & 0.0 & Z_p & Z_r & Z_v & 0.0 \\ M_u + Z_u M_w & M_w + m_w Z_w & M_q + M_w (U + Z_q) & 0.0 & M_p & M_r & M_v & 0.0 \\ 0.0 & 0.0 & 1.0 & 0.0 & 0.0 & 0.0 & 0.0 & 0.0 \\ L_u & L_w & L_q & 0.0 & L_p & L_r & L_v & 0.0 \\ N_u & N_w & N_q & 0.0 & N_p & N_r & N_v & 0.0 \\ Y_u & Y_w & Y_q & 0.0 & Y_p & Y_r - U & Y_v & 32.2 \\ 0.0 & 0.0 & 0.0 & 0.0 & 1.0 & 0.0 & 0.0 & 0.0 \end{bmatrix} \begin{bmatrix} u \\ w \\ q \\ \theta \\ p \\ r \\ v \\ \phi \end{bmatrix}$$

U = Aircraft velocity in fps.

APPENDIX B

IBM-360 MODIFIED "BASMAT" PROGRAM

```

C BASIC MATRIX PROGRAM
C SUBPROGRAMS USED= CHREQ, SIMEQ, STAST, P330T, DET,
C CHREQA
0001 DIMENSION A(10,10),IGR(10),FIGI(10),C(11),AINV(10,10),
0002 1 NAME(5),J1(10,10),B(10,5),G(5,10)
0003 2001 FORMAT (5A4,3I2)
0004 2002 FORMAT (8E10,2I)
0005 2003 FORMAT (1P8E20,7I)
0006 2004 FORMAT (1HC,5X,16HTHE A MATRIX
0007 2005 FORMAT (1HC,5X,32HTHE CHARACTERISTIC POLYNOMIAL -
0008 * 24HTH ASCENDING POWERS OF S /)
0009 2006 FORMAT (1HC,5X,31HTHE EIGENVALUES OF THE A MATRIX)
0010 2007 FORMAT (8X,9HREAL PART,8X,14HIMAGINARY PART,/)
0011 2008 FORMAT (1H1,5X,20HBASIC MATRIX PROGRAM)
0012 2009 FORMAT (6X,23HPROBLEM IDENTIFICATION=,5X,5A4)
0013 2010 FORMAT (1HC,5X,29HTHE DETERMINANT OF THE MATRIX/)
0014 2011 FORMAT (1HC,5X,25HTHE INVERSE OF THE MATRIX/)
0015 2012 FORMAT (1HC,45(1H*))
0016 2013 FORMAT (6I1)
0017 24 READ (5,2001) (NAME(I),I=1,5),N,M1,M2
0018 GO TO (3000,3001,7,10),M2
0019 DO 1 I=1,N
0020 C(I)=1.0
0021 DO 4 K=1,N
0022 A(I,K)=1(I,K)
0023 READ 2013, IDET,INV,NRM,ICP,IEIG,ISTM
0024 PRINT 2003
0025 PRINT 2005, (NAME(I),I=1,5)
0026 PRINT 2012
0027 PRINT 2004
0028 DO 2 I=1,N
0029 2 PRINT 2020, (A(I,K),K=1,N)
0030 IF (M1.EQ.0) GO TO 14
0031 PRINT 2012
0032 PRINT 2021
0033 DO 6 I=1,N
0034 3001 READ 2002, (B(I,K),K=1,M1)
0035 5 PRINT 2020, (B(I,K),K=1,M1)
0036 7 PRINT 2012
0037 PRINT 2022
0038 DO 3 I=1,M1
0039 READ 2002, (G(I,K),K=1,N)
0040 3 PRINT 2020, (G(I,K),K=1,N)
0041 PRINT 2023
0042 DO 13 I=1,N
0043 DO 12 K=1,N
0044 TEMP=0.
0045 DO 11 J=1,M1
0046 11 TEMP=TEMP+B(I,J)*G(J,K)
0047 12 A(I,K)=A(I,K)-TEMP
0048 13 PRINT 2020, (A(I,K),K=1,N)
0049 14 IF (IDET.NE.0) GO TO 5
0050 D=DET(A,N)
0051 PRINT 2010
0052 PRINT 2003, D
0053 5 IF (INV.NE.0) GO TO 15
0054 PRINT 2011
0055 CALL SIMEQ(A,C,N,AINV,C,TEMP)
0056 IF (ICP.EQ.0) GO TO 15
0057 DO 20 J=1,N
0058 20 PRINT 2003, (AINV(I,J),J=1,N)
0059 15 CALL CHREQ(A,A,C,N,M1)
0060 CALL P330T(N,C,IEIG,FIGI,*)
0061 IF (ICP.NE.0) GO TO 30
0062 PRINT 2012
0063 PRINT 2005
0064 NAME=N+1
0065 PRINT 2003, (C(I),I=1,NV)
0066 30 IF (IEIG.NE.0) GO TO 35
0067 PRINT 2012
0068 PRINT 2006
0069 PRINT 2007
0070 DO 3 I=1,N
0071 3 PRINT 2003, (IGR(I),FIGI(I))
0072 35 IF (ISTM.NE.0) GO TO 25
0073 CALL STAST(N,A,IEIG,FIGI,ISTM)
0074 25 GO TO 24
0075 11 PRINT
0076 2021 FORMAT (1P3E15,4)
0077 2021 FORMAT (1HC,5X,20HTHE CONTROL MATRIX B,/)
0078 2022 FORMAT (1HC,5X,17HTHE GAIN MATRIX G,/)
0079 2023 FORMAT (1HC,5X,31HTHE MODIFIED PLANT MATRIX, A-BG,/)
0080 END

```



```

0001      SUBROUTINE CHREQ(A,N,C,IRM)
0002      C THIS SUBROUTINE FINDS THE COEFFICIENTS OF THE CHARACTERISTIC
0003      C POLYNOMIAL USING THE LEVERIER ALGORITHM
0004      COMMON ZED(10,10,10)
0005      DIMENSION A(10,10),C(11),ATEMP(10,10),PRCD(10,10)
0006      DATA ATEMP/100*0.0/
0007      1000  FORMAT (1H0,5X,31H THE MATRIX COEFFICIENTS OF THE ,
0008      1001  * 33HNUMBER 1700 OF THE RESOLVENT MATRIX - )
0009      1001  FORMAT (1H0,5X,29H THE MATRIX COEFFICIENT OF S**,1/1)
0010      1002  FORMAT (1H0,45(1H*))
0011      CALL CHREQA(1,N,C)
0012      DO 55 I=1,N
0013      55  ATEMP(I,1)=1.0
0014      70  DO 30 J=1,N
0015      30  ZED(N,I,J)=ATEMP(I,J)
0016      IF (NRM.NE.0) GO TO 71
0017      WRITE (5,1003)
0018      WRITE (6,1000)
0019      M=N-1
0020      WRITE (6,1001) M
0021      DO 35 I=1,N
0022      35  WRITE (5,1002) (ATEMP(I,J),J=1,N)
0023      71  DO 40 I=1,N
0024      40  DO 40 J=1,N
0025      IF (I.EQ.1) GO TO 55
0026      IF (NRM.NE.0) GO TO 60
0027      WRITE (6,1001) NNM
0028      DO 45 J=1,N
0029      45  WRITE (5,1002) (ATEMP(J,K),K=1,N)
0030      60  NPM=N+1
0031      DO 90 I=1,N
0032      90  ZED(NP,I,I)=ATEMP(I,I)
0033      DO 15 J=1,N
0034      15  DO 15 K=1,N
0035      PRCD(J,K)=0.0
0036      DO 15 L=1,N
0037      15  ZED(J,K)=PRCD(J,K)+(A(J,L)*ATEMP(L,K))
0038      DO 13 J=1,N
0039      13  DO 13 K=1,N
0040      ATEMP(J,K)=PRCD(J,K)
0041      DO 10 J=1,N
0042      10  ATEMP(J,J)=ATEMP(J,J)+C(N-I+1)
0043      RETURN
0044      END
0001      SUBROUTINE CHREQA(1,N,C)
0002      DIMENSION J(11),C(11),B(10,10),A(10,10),D(300)
0003      M=N+1
0004      DO 20 I=1,MM
0005      20  C(I)=0.0
0006      C(M)=1.0
0007      DO 14 M=1,N
0008      K=0
0009      L=1
0010      J(L)=1
0011      DO 1 J(L)=J(L)+1
0012      1  IF (J(L)=1) 3,5,50
0013      3  MM=M-1
0014      DO 4 I=L,MM
0015      4  J(I)=J(I)+1
0016      DO 10 K=1,M
0017      NP=J(I)
0018      NC=J(KK)
0019      10  B(I,KK)=A(NR,NC)
0020      K=K+1
0021      C(I)=DET(A,M)
0022      DO 6 I=1,M
0023      6  I=I+1
0024      IF (J(I)-(M-M+L)) 1,3,50
0025      1  CONTINUE
0026      M=M-M+1
0027      DO 14 I=1,K
0028      14  C(M)=C(M)+D(I)*(-1.0)**M
0029      50  PRINT 2000
0030      2000  FORMAT (1H0,5X,15HEND OF IN CHREQA)
0031      END

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0001      SUBROUTINE CINED (I,XDOT,KC,ST,IV,X,ITER)
0002      C THIS SUBROUTINE FINDS THE INVERSE OF THE MATRIX A USING
0003      C THE GIVENS TRANSFORMATION TECHNIQUE.
0004      DIMENSION A(10,10),B(10,10),XDOT(11),ATINV(10,10),X(11)
0005      N=1
0006      I=1
0007      DO 1 I=1,KC
0008      DO 1 J=1,KC
0009      ATINV(I,J)=0
0010      B(I,J)=A(I,J)
0011      DO 2 I=1,KC
0012      ATINV(I,I)=1
0013      DO 3 I=1,KC
0014      C=0
0015      IF (ABS (B(I,I))-ABS (C))>5.5,4
0016      C=ABS(B(I,I))
0017      N=K
0018      DO 5 N=K+1
0019      C=K-KC+1
0020      IF (A(I,I))>5.5,5,6
0021      IF (A(I,I))>5.5,12,9
0022      DO 10 M=1,KC
0023      TEMP=A(I,M)
0024      A(I,M)=B(I,M)
0025      B(I,M)=TEMP
0026      TEMP=A(I,M)/C
0027      A(I,M)=A(I,M)-TEMP*B(I,M)
0028      DO 11 M=1,KC
0029      TEMP=A(I,M)
0030      A(I,M)=X(I)
0031      X(I)=TEMP
0032      DO 12 X(I)=X(I)/B(I,I)
0033      TEMP=X(I)
0034      DO 13 M=1,KC
0035      ATINV(I,M)=A(I,M)/TEMP
0036      DO 13 B(I,J)=B(I,J)/B(I,I)
0037      DO 14 J=1,KC
0038      IF (J-I)>14,14,15
0039      IF (J-I)>15,15,16
0040      X(J)=X(J)-B(I,J)*X(I)
0041      TEMP=X(I)
0042      DO 17 I=1,KC
0043      ATINV(I,J)=ATINV(I,J)-TEMP*ATINV(I,I)
0044      DO 18 B(I,J)=B(I,J)-TEMP*B(I,I)
0045      DO 18 C=1,KC
0046      B(I,C)=B(I,C)-TEMP*B(I,I)
0047      DO 18 I=1,KC
0048      DO 18 I=52
0049      DO 18 I=52
0050      IF (I=0)
0051      B=1.0
0052      END

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0001      SUBROUTINE STMTS (N,A,EIGR,EIGI,KNOW)
0002      C THIS SUBROUTINE DETERMINES THE STATE TRANSITION MATRIX USING
0003      C SYLVESTER'S EXPANSION METHOD.
0004      DIMENSION CHI(10,10,10)
0005      DIMENSION A(10,10),EIGR(10),EIGI(10),SPS(10,10)
0006      COMPLEX CA(10,10),C1(10,10),C2(10,10),TCA(10,10),
0007      * DENOM(10),CEIG(10)
0008      1000 FORMAT (1H0,5X,25HTHE ELEMENTS OF THE STATE
0009      * 19H TRANSITION MATRIX X
0010      1001 FORMAT (1H0, 5X,25HTHE MATRIX COEFFICIENT OF
0011      * 5H EXP(,1PE13.6,7HTT*CS(,1PE13.6,2HTT/))
0012      1002 FORMAT (1P8F15.4)
0013      1003 FORMAT (1H0, 5X,25HTHE MATRIX COEFFICIENT OF
0014      * 5H EXP(,1PE13.6,7HTT*SIN(,1PE13.6,2HTT/))
0015      1004 FORMAT (1H0, 5X,25HTHE MATRIX COEFFICIENT OF
0016      * 5H EXP(,1PE13.6, 2HTT/))
0017      1005 FORMAT (1HC,45(1H*))
0018      IF (KNOW.NE.0) GO TO 800
0019      PRINT 1005
0020      DO 10 K=1,N
0021      CEIG(K)=CMPLX(EIGR(K),EIGI(K))
0022      DO 10 L=1,N
0023      CA(K,L) = CMPLX(A(K,L),0.0)
0024      IF (KNOW.NE.0) GO TO 700
0025      PSTAT 1000
0026      DO 15 K=1,N
0027      15 CEIG(K)=CEIG(I)-CEIG(K)
0028      DO 500 J=1,N
0029      IF (J-I) 100,500,200
0030      100 IF (J-I) 110,110,150
0031      200 IF (I-I) 300,300,400
0032      300 IF (J-I-1) 110,110,150
0033      400 IF (J-I-1) 110,150,150
0034      DO 5 K=1,N
0035      DO 5 L=1,N
0036      5 CA1(K,L)=CA(K,L)
0037      DO 20 K=1,N
0038      CA1(K,K)=CA(K,K)-CEIG(J)
0039      DO 20 L=1,N
0040      CA1(K,L)=CA1(K,L)/DENOM(J)
0041      GO TO 500
0042      DO 40 K=1,N
0043      DO 40 L=1,N
0044      40 CA2(K,L)=CA(K,L)
0045      DO 25 K=1,N
0046      CA2(K,K)=CA(K,K)-CEIG(J)
0047      DO 25 L=1,N
0048      25 CA2(K,L)=CA2(K,L)/DENOM(J)
0049      DO 30 K=1,N
0050      DO 30 L=1,N
0051      TCA(K,L)=(0.0,0.0)
0052      DO 30 M=1,N
0053      30 TCA(K,L)=TCA(K,L) + CA1(K,M)*CA2(M,L)
0054      DO 35 K=1,N
0055      DO 35 L=1,N
0056      35 CA1(K,L)=TCA(K,L)
0057      500 CONTINUE
0058      IF (1PMAG(CEIG(I))) 45,50,45
0059      45 IF=I
0060      IF=I+1
0061      IF (KNOW.NE.0) GO TO 801
0062      PRINT 1001, EIGR(I),EIGI(I)
0063      DO 65 K=1,N
0064      DO 65 L=1,N
0065      65 SPS(K,L)=REAL(CA1(K,L))*2.0
0066      DO 66 K=1,N
0067      DO 66 L=1,N
0068      66 CONTINUE
0069      IF (KNOW.NE.0) GO TO 802
0070      DO 80 K=1,N
0071      DO 80 L=1,N
0072      80 PRINT 1002, (SPS(K,L),L=1,N)
0073      PRINT 1003, EIGR(I),EIGI(I)
0074      DO 85 K=1,N
0075      DO 85 L=1,N
0076      85 SPS(K,L)=ATNAC(CA1(K,L))*2.0
0077      DO 86 K=1,N
0078      DO 86 L=1,N
0079      86 CONTINUE
0080      IF (KNOW.NE.0) GO TO 803
0081      PRINT 1004, (SPS(K,L),L=1,N)
0082      PRINT 1005, EIGR(I),EIGI(I)
0083      DO 90 K=1,N
0084      DO 90 L=1,N
0085      90 CONTINUE
0086      IF (KNOW.NE.0) GO TO 804
0087      PRINT 1006, (SPS(K,L),L=1,N)
0088      PRINT 1007, EIGR(I),EIGI(I)
0089      DO 95 K=1,N
0090      DO 95 L=1,N
0091      95 CONTINUE
0092      IF (KNOW.NE.0) GO TO 805
0093      PRINT 1008, (SPS(K,L),L=1,N)
0094      PRINT 1009, EIGR(I),EIGI(I)
0095      DO 100 K=1,N
0096      DO 100 L=1,N
0097      100 CONTINUE
0098      IF (KNOW.NE.0) GO TO 806
0099      PRINT 1010, (SPS(K,L),L=1,N)
0100      PRINT 1011, EIGR(I),EIGI(I)
0101      DO 105 K=1,N
0102      DO 105 L=1,N
0103      105 CONTINUE
0104      IF (KNOW.NE.0) GO TO 807
0105      PRINT 1012, (SPS(K,L),L=1,N)
0106      PRINT 1013, EIGR(I),EIGI(I)
0107      DO 110 K=1,N
0108      DO 110 L=1,N
0109      110 CONTINUE
0110      IF (KNOW.NE.0) GO TO 808
0111      PRINT 1014, (SPS(K,L),L=1,N)
0112      PRINT 1015, EIGR(I),EIGI(I)
0113      DO 115 K=1,N
0114      DO 115 L=1,N
0115      115 CONTINUE
0116      IF (KNOW.NE.0) GO TO 809
0117      PRINT 1016, (SPS(K,L),L=1,N)
0118      PRINT 1017, EIGR(I),EIGI(I)
0119      DO 120 K=1,N
0120      DO 120 L=1,N
0121      120 CONTINUE
0122      IF (KNOW.NE.0) GO TO 810
0123      PRINT 1018, (SPS(K,L),L=1,N)
0124      PRINT 1019, EIGR(I),EIGI(I)
0125      DO 125 K=1,N
0126      DO 125 L=1,N
0127      125 CONTINUE
0128      IF (KNOW.NE.0) GO TO 811
0129      PRINT 1020, (SPS(K,L),L=1,N)
0130      PRINT 1021, EIGR(I),EIGI(I)
0131      DO 130 K=1,N
0132      DO 130 L=1,N
0133      130 CONTINUE
0134      IF (KNOW.NE.0) GO TO 812
0135      PRINT 1022, (SPS(K,L),L=1,N)
0136      PRINT 1023, EIGR(I),EIGI(I)
0137      DO 135 K=1,N
0138      DO 135 L=1,N
0139      135 CONTINUE
0140      IF (KNOW.NE.0) GO TO 813
0141      PRINT 1024, (SPS(K,L),L=1,N)
0142      PRINT 1025, EIGR(I),EIGI(I)
0143      DO 140 K=1,N
0144      DO 140 L=1,N
0145      140 CONTINUE
0146      IF (KNOW.NE.0) GO TO 814
0147      PRINT 1026, (SPS(K,L),L=1,N)
0148      PRINT 1027, EIGR(I),EIGI(I)
0149      DO 145 K=1,N
0150      DO 145 L=1,N
0151      145 CONTINUE
0152      IF (KNOW.NE.0) GO TO 815
0153      PRINT 1028, (SPS(K,L),L=1,N)
0154      PRINT 1029, EIGR(I),EIGI(I)
0155      DO 150 K=1,N
0156      DO 150 L=1,N
0157      150 CONTINUE
0158      IF (KNOW.NE.0) GO TO 816
0159      PRINT 1030, (SPS(K,L),L=1,N)
0160      PRINT 1031, EIGR(I),EIGI(I)
0161      DO 155 K=1,N
0162      DO 155 L=1,N
0163      155 CONTINUE
0164      IF (KNOW.NE.0) GO TO 817
0165      PRINT 1032, (SPS(K,L),L=1,N)
0166      PRINT 1033, EIGR(I),EIGI(I)
0167      DO 160 K=1,N
0168      DO 160 L=1,N
0169      160 CONTINUE
0170      IF (KNOW.NE.0) GO TO 818
0171      PRINT 1034, (SPS(K,L),L=1,N)
0172      PRINT 1035, EIGR(I),EIGI(I)
0173      DO 165 K=1,N
0174      DO 165 L=1,N
0175      165 CONTINUE
0176      IF (KNOW.NE.0) GO TO 819
0177      PRINT 1036, (SPS(K,L),L=1,N)
0178      PRINT 1037, EIGR(I),EIGI(I)
0179      DO 170 K=1,N
0180      DO 170 L=1,N
0181      170 CONTINUE
0182      IF (KNOW.NE.0) GO TO 820
0183      PRINT 1038, (SPS(K,L),L=1,N)
0184      PRINT 1039, EIGR(I),EIGI(I)
0185      DO 175 K=1,N
0186      DO 175 L=1,N
0187      175 CONTINUE
0188      IF (KNOW.NE.0) GO TO 821
0189      PRINT 1040, (SPS(K,L),L=1,N)
0190      PRINT 1041, EIGR(I),EIGI(I)
0191      DO 180 K=1,N
0192      DO 180 L=1,N
0193      180 CONTINUE
0194      IF (KNOW.NE.0) GO TO 822
0195      PRINT 1042, (SPS(K,L),L=1,N)
0196      PRINT 1043, EIGR(I),EIGI(I)
0197      DO 185 K=1,N
0198      DO 185 L=1,N
0199      185 CONTINUE
0200      IF (KNOW.NE.0) GO TO 823
0201      PRINT 1044, (SPS(K,L),L=1,N)
0202      PRINT 1045, EIGR(I),EIGI(I)
0203      DO 190 K=1,N
0204      DO 190 L=1,N
0205      190 CONTINUE
0206      IF (KNOW.NE.0) GO TO 824
0207      PRINT 1046, (SPS(K,L),L=1,N)
0208      PRINT 1047, EIGR(I),EIGI(I)
0209      DO 195 K=1,N
0210      DO 195 L=1,N
0211      195 CONTINUE
0212      IF (KNOW.NE.0) GO TO 825
0213      PRINT 1048, (SPS(K,L),L=1,N)
0214      PRINT 1049, EIGR(I),EIGI(I)
0215      DO 200 K=1,N
0216      DO 200 L=1,N
0217      200 CONTINUE
0218      IF (KNOW.NE.0) GO TO 826
0219      PRINT 1050, (SPS(K,L),L=1,N)
0220      PRINT 1051, EIGR(I),EIGI(I)
0221      DO 205 K=1,N
0222      DO 205 L=1,N
0223      205 CONTINUE
0224      IF (KNOW.NE.0) GO TO 827
0225      PRINT 1052, (SPS(K,L),L=1,N)
0226      PRINT 1053, EIGR(I),EIGI(I)
0227      DO 210 K=1,N
0228      DO 210 L=1,N
0229      210 CONTINUE
0230      IF (KNOW.NE.0) GO TO 828
0231      PRINT 1054, (SPS(K,L),L=1,N)
0232      PRINT 1055, EIGR(I),EIGI(I)
0233      DO 215 K=1,N
0234      DO 215 L=1,N
0235      215 CONTINUE
0236      IF (KNOW.NE.0) GO TO 829
0237      PRINT 1056, (SPS(K,L),L=1,N)
0238      PRINT 1057, EIGR(I),EIGI(I)
0239      DO 220 K=1,N
0240      DO 220 L=1,N
0241      220 CONTINUE
0242      IF (KNOW.NE.0) GO TO 830
0243      PRINT 1058, (SPS(K,L),L=1,N)
0244      PRINT 1059, EIGR(I),EIGI(I)
0245      DO 225 K=1,N
0246      DO 225 L=1,N
0247      225 CONTINUE
0248      IF (KNOW.NE.0) GO TO 831
0249      PRINT 1060, (SPS(K,L),L=1,N)
0250      PRINT 1061, EIGR(I),EIGI(I)
0251      DO 230 K=1,N
0252      DO 230 L=1,N
0253      230 CONTINUE
0254      IF (KNOW.NE.0) GO TO 832
0255      PRINT 1062, (SPS(K,L),L=1,N)
0256      PRINT 1063, EIGR(I),EIGI(I)
0257      DO 235 K=1,N
0258      DO 235 L=1,N
0259      235 CONTINUE
0260      IF (KNOW.NE.0) GO TO 833
0261      PRINT 1064, (SPS(K,L),L=1,N)
0262      PRINT 1065, EIGR(I),EIGI(I)
0263      DO 240 K=1,N
0264      DO 240 L=1,N
0265      240 CONTINUE
0266      IF (KNOW.NE.0) GO TO 834
0267      PRINT 1066, (SPS(K,L),L=1,N)
0268      PRINT 1067, EIGR(I),EIGI(I)
0269      DO 245 K=1,N
0270      DO 245 L=1,N
0271      245 CONTINUE
0272      IF (KNOW.NE.0) GO TO 835
0273      PRINT 1068, (SPS(K,L),L=1,N)
0274      PRINT 1069, EIGR(I),EIGI(I)
0275      DO 250 K=1,N
0276      DO 250 L=1,N
0277      250 CONTINUE
0278      IF (KNOW.NE.0) GO TO 836
0279      PRINT 1070, (SPS(K,L),L=1,N)
0280      PRINT 1071, EIGR(I),EIGI(I)
0281      DO 255 K=1,N
0282      DO 255 L=1,N
0283      255 CONTINUE
0284      IF (KNOW.NE.0) GO TO 837
0285      PRINT 1072, (SPS(K,L),L=1,N)
0286      PRINT 1073, EIGR(I),EIGI(I)
0287      DO 260 K=1,N
0288      DO 260 L=1,N
0289      260 CONTINUE
0290      IF (KNOW.NE.0) GO TO 838
0291      PRINT 1074, (SPS(K,L),L=1,N)
0292      PRINT 1075, EIGR(I),EIGI(I)
0293      DO 265 K=1,N
0294      DO 265 L=1,N
0295      265 CONTINUE
0296      IF (KNOW.NE.0) GO TO 839
0297      PRINT 1076, (SPS(K,L),L=1,N)
0298      PRINT 1077, EIGR(I),EIGI(I)
0299      DO 270 K=1,N
0300      DO 270 L=1,N
0301      270 CONTINUE
0302      IF (KNOW.NE.0) GO TO 840
0303      PRINT 1078, (SPS(K,L),L=1,N)
0304      PRINT 1079, EIGR(I),EIGI(I)
0305      DO 275 K=1,N
0306      DO 275 L=1,N
0307      275 CONTINUE
0308      IF (KNOW.NE.0) GO TO 841
0309      PRINT 1080, (SPS(K,L),L=1,N)
0310      PRINT 1081, EIGR(I),EIGI(I)
0311      DO 280 K=1,N
0312      DO 280 L=1,N
0313      280 CONTINUE
0314      IF (KNOW.NE.0) GO TO 842
0315      PRINT 1082, (SPS(K,L),L=1,N)
0316      PRINT 1083, EIGR(I),EIGI(I)
0317      DO 285 K=1,N
0318      DO 285 L=1,N
0319      285 CONTINUE
0320      IF (KNOW.NE.0) GO TO 843
0321      PRINT 1084, (SPS(K,L),L=1,N)
0322      PRINT 1085, EIGR(I),EIGI(I)
0323      DO 290 K=1,N
0324      DO 290 L=1,N
0325      290 CONTINUE
0326      IF (KNOW.NE.0) GO TO 844
0327      PRINT 1086, (SPS(K,L),L=1,N)
0328      PRINT 1087, EIGR(I),EIGI(I)
0329      DO 295 K=1,N
0330      DO 295 L=1,N
0331      295 CONTINUE
0332      IF (KNOW.NE.0) GO TO 845
0333      PRINT 1088, (SPS(K,L),L=1,N)
0334      PRINT 1089, EIGR(I),EIGI(I)
0335      DO 300 K=1,N
0336      DO 300 L=1,N
0337      300 CONTINUE
0338      IF (KNOW.NE.0) GO TO 846
0339      PRINT 1090, (SPS(K,L),L=1,N)
0340      PRINT 1091, EIGR(I),EIGI(I)
0341      DO 305 K=1,N
0342      DO 305 L=1,N
0343      305 CONTINUE
0344      IF (KNOW.NE.0) GO TO 847
0345      PRINT 1092, (SPS(K,L),L=1,N)
0346      PRINT 1093, EIGR(I),EIGI(I)
0347      DO 310 K=1,N
0348      DO 310 L=1,N
0349      310 CONTINUE
0350      IF (KNOW.NE.0) GO TO 848
0351      PRINT 1094, (SPS(K,L),L=1,N)
0352      PRINT 1095, EIGR(I),EIGI(I)
0353      DO 315 K=1,N
0354      DO 315 L=1,N
0355      315 CONTINUE
0356      IF (KNOW.NE.0) GO TO 849
0357      PRINT 1096, (SPS(K,L),L=1,N)
0358      PRINT 1097, EIGR(I),EIGI(I)
0359      DO 320 K=1,N
0360      DO 320 L=1,N
0361      320 CONTINUE
0362      IF (KNOW.NE.0) GO TO 850
0363      PRINT 1098, (SPS(K,L),L=1,N)
0364      PRINT 1099, EIGR(I),EIGI(I)
0365      DO 325 K=1,N
0366      DO 325 L=1,N
0367      325 CONTINUE
0368      IF (KNOW.NE.0) GO TO 851
0369      PRINT 1100, (SPS(K,L),L=1,N)
0370      PRINT 1101, EIGR(I),EIGI(I)
0371      DO 330 K=1,N
0372      DO 330 L=1,N
0373      330 CONTINUE
0374      IF (KNOW.NE.0) GO TO 852
0375      PRINT 1102, (SPS(K,L),L=1,N)
0376      PRINT 1103, EIGR(I),EIGI(I)
0377      DO 335 K=1,N
0378      DO 335 L=1,N
0379      335 CONTINUE
0380      IF (KNOW.NE.0) GO TO 853
0381      PRINT 1104, (SPS(K,L),L=1,N)
0382      PRINT 1105, EIGR(I),EIGI(I)
0383      DO 340 K=1,N
0384      DO 340 L=1,N
0385      340 CONTINUE
0386      IF (KNOW.NE.0) GO TO 854
0387      PRINT 1106, (SPS(K,L),L=1,N)
0388      PRINT 1107, EIGR(I),EIGI(I)
0389      DO 345 K=1,N
0390      DO 345 L=1,N
0391      345 CONTINUE
0392      IF (KNOW.NE.0) GO TO 855
0393      PRINT 1108, (SPS(K,L),L=1,N)
0394      PRINT 1109, EIGR(I),EIGI(I)
0395      DO 350 K=1,N
0396      DO 350 L=1,N
0397      350 CONTINUE
0398      IF (KNOW.NE.0) GO TO 856
0399      PRINT 1110, (SPS(K,L),L=1,N)
0400      PRINT 1111, EIGR(I),EIGI(I)
0401      DO 355 K=1,N
0402      DO 355 L=1,N
0403      355 CONTINUE
0404      IF (KNOW.NE.0) GO TO 857
0405      PRINT 1112, (SPS(K,L),L=1,N)
0406      PRINT 1113, EIGR(I),EIGI(I)
0407      DO 360 K=1,N
0408      DO 360 L=1,N
0409      360 CONTINUE
0410      IF (KNOW.NE.0) GO TO 858
0411      PRINT 1114, (SPS(K,L),L=1,N)
0412      PRINT 1115, EIGR(I),EIGI(I)
0413      DO 365 K=1,N
0414      DO 365 L=1,N
0415      365 CONTINUE
0416      IF (KNOW.NE.0) GO TO 859
0417      PRINT 1116, (SPS(K,L),L=1,N)
0418      PRINT 1117, EIGR(I),EIGI(I)
0419      DO 370 K=1,N
0420      DO 370 L=1,N
0421      370 CONTINUE
0422      IF (KNOW.NE.0) GO TO 860
0423      PRINT 1118, (SPS(K,L),L=1,N)
0424      PRINT 1119, EIGR(I),EIGI(I)
0425      DO 375 K=1,N
0426      DO 375 L=1,N
0427      375 CONTINUE
0428      IF (KNOW.NE.0) GO TO 861
0429      PRINT 1120, (SPS(K,L),L=1,N)
0430      PRINT 1121, EIGR(I),EIGI(I)
0431      DO 380 K=1,N
0432      DO 380 L=1,N
0433      380 CONTINUE
0434      IF (KNOW.NE.0) GO TO 862
0435      PRINT 1122, (SPS(K,L),L=1,N)
0436      PRINT 1123, EIGR(I),EIGI(I)
0437      DO 385 K=1,N
0438      DO 385 L=1,N
0439      385 CONTINUE
0440      IF (KNOW.NE.0) GO TO 863
0441      PRINT 1124, (SPS(K,L),L=1,N)
0442      PRINT 1125, EIGR(I),EIGI(I)
0443      DO 390 K=1,N
0444      DO 390 L=1,N
0445      390 CONTINUE
0446      IF (KNOW.NE.0) GO TO 864
0447      PRINT 1126, (SPS(K,L),L=1,N)
0448      PRINT 1127, EIGR(I),EIGI(I)
0449      DO 395 K=1,N
0450      DO 395 L=1,N
0451      395 CONTINUE
0452      IF (KNOW.NE.0) GO TO 865
0453      PRINT 1128, (SPS(K,L),L=1,N)
0454      PRINT 1129, EIGR(I),EIGI(I)
0455      DO 400 K=1,N
0456      DO 400 L=1,N
0457      400 CONTINUE
0458      IF (KNOW.NE.0) GO TO 866
0459      PRINT 1130, (SPS(K,L),L=1,N)
0460      PRINT 1131, EIGR(I),EIGI(I)
0461      DO 405 K=1,N
0462      DO 405 L=1,N
0463      405 CONTINUE
0464      IF (KNOW.NE.0) GO TO 867
0465      PRINT 1132, (SPS(K,L),L=1,N)
0466      PRINT 1133, EIGR(I),EIGI(I)
0467      DO 410 K=1,N
0468      DO 410 L=1,N
0469      410 CONTINUE
0470      IF (KNOW.NE.0) GO TO 868
0471      PRINT 1134, (SPS(K,L),L=1,N)
0472      PRINT 1135, EIGR(I),EIGI(I)
0473      DO 415 K=1,N
0474      DO 415 L=1,N
0475      415 CONTINUE
0476      IF (KNOW.NE.0) GO TO 869
0477      PRINT 1136, (SPS(K,L),L=1,N)
0478      PRINT 1137, EIGR(I),EIGI(I)
0479      DO 420 K=1,N
0480      DO 420 L=1,N
0481      420 CONTINUE
0482      IF (KNOW.NE.0) GO TO 870
0483      PRINT 1138, (SPS(K,L),L=1,N)
0484      PRINT 1139, EIGR(I),EIGI(I)
0485      DO 425 K=1,N
0486      DO 425 L=1,N
0487      425 CONTINUE
0488      IF (KNOW.NE.0) GO TO 871
0489      PRINT 1140, (SPS(K,L),L=1,N)
0490      PRINT 1141, EIGR(I),EIGI(I)
0491      DO 430 K=1,N
0492      DO 430 L=1,N
0493      430 CONTINUE
0494      IF (KNOW.NE.0) GO TO 872
0495      PRINT 1142, (SPS(K,L),L=1,N)
0496      PRINT 1143, EIGR(I),EIGI(I)
0497      DO 435 K=1,N
0498      DO 435 L=1,N
0499      435 CONTINUE
0500      IF (KNOW.NE.0) GO TO 873
0501      PRINT 1144, (SPS(K,L),L=1,N)
0502      PRINT 1145, EIGR(I),EIGI(I)
0503      DO 440 K=1,N
0504      DO 440 L=1,N
0505      440 CONTINUE
0506      IF (KNOW.NE.0) GO TO 874
0507      PRINT 1146, (SPS(K,L),L=1,N)
0508      PRINT 1147, EIGR(I),EIGI(I)
0509      DO 445 K=1,N
0510      DO 445 L=1,N
0511      445 CONTINUE
0512      IF (KNOW.NE.0) GO TO 875
0513      PRINT 1148, (SPS(K,L),L=1,N)
0514      PRINT 1149, EIGR(I),EIGI(I)
0515      DO 450 K=1,N
0516      DO 450 L=1,N
0517      450 CONTINUE
0518      IF (KNOW.NE.0) GO TO 876
0519      PRINT 1150, (SPS(K,L),L=1,N)
0520      PRINT 1151, EIGR(I),EIGI(I)
0521      DO 455 K=1,N
0522      DO 455 L=1,N
0523      455 CONTINUE
0524      IF (KNOW.NE.0) GO TO 877
0525      PRINT 1152, (SPS(K,L),L=1,N)
0526      PRINT 1153, EIGR(I),EIGI(I)
0527      DO 460 K=1,N
0528      DO 460 L=1,N
0529      460 CONTINUE
0530      IF (KNOW.NE.0) GO TO 878
0531      PRINT 1154, (SPS(K,L),L=1,N)
0532      PRINT 1155, EIGR(I),EIGI(I)
0533      DO 465 K=1,N
0534      DO 465 L=1,N
0535      465 CONTINUE
0536      IF (KNOW.NE.0) GO TO 879
0537      PRINT 1156, (SPS(K,L),L=1,N)
0538      PRINT 1157, EIGR(I),EIGI(I)
0539      DO 470 K=1,N
0540      DO 470 L=1,N
0541      470 CONTINUE
0542      IF (KNOW.NE.0) GO TO 880
0543      PRINT 1158, (SPS(K,L),L=1,N)
0544      PRINT 1159, EIGR(I),EIGI(I)
0545      DO 475 K=1,N
0546      DO 475 L=1,N
0547      475 CONTINUE
0548      IF (KNOW.NE.0) GO TO 881
0549      PRINT 1160, (SPS(K,L),L=1,N)
0550      PRINT 1161, EIGR(I),EIGI(I)
0551      DO 480 K=1,N
0552      DO 480 L=1,N
0553      480 CONTINUE
0554      IF (KNOW.NE.0) GO TO 882
0555      PRINT 1162, (SPS(K,L),L=1,N)
0556      PRINT 1163, EIGR(I),EIGI(I)
0557      DO 485 K=1,N
0558      DO 485 L=1,N
0559      485 CONTINUE
0560      IF (KNOW.NE.0) GO TO 883
0561      PRINT 1164, (SPS(K,L),L=1,N)
0562      PRINT 1165, EIGR(I),EIGI(I)
0563      DO 490 K=1,N
0564      DO 490 L=1,N
0565      490 CONTINUE
0566      IF (KNOW.NE.0) GO TO 884
0567      PRINT 1166, (SPS(K,L),L=1,N)
0568      PRINT 1167, EIGR(I),EIGI(I)
0569      DO 495 K=1,N
0570      DO 495 L=1,N
0571      495 CONTINUE
0572      IF (KNOW.NE.0) GO TO 885
0573      PRINT 1168, (SPS(K,L),L=1,N)
0574      PRINT 1169, EIGR(I),EIGI(I)
0575      DO 500 K=1,N
0576      DO 500 L=1,N
0577      500 CONTINUE
0578      IF (KNOW.NE.0) GO TO 886
0579      PRINT 1170, (SPS(K,L),L=1,N)
0580      PRINT 1171, EIGR(I),EIGI(I)
0581      DO 505 K=1,N
0582      DO 505 L=1,N
0583      505 CONTINUE
0584      IF (KNOW.NE.0) GO TO 887
0585      PRINT 1172, (SPS(K,L),L=1,N)
0586      PRINT 1173, EIGR(I),EIGI(I)
0587      DO 510 K=1,N
0588      DO 510 L=1,N
0589      510 CONTINUE
0590      IF (KNOW.NE.0) GO TO 888
0591      PRINT 1174, (SPS(K,L),L=1,N)
0592      PRINT 1175, EIGR(I),EIGI(I)
0593      DO 515 K=1,N
0594      DO 515 L=1,N
0595      515 CONTINUE
0596      IF (KNOW.NE.0) GO TO 889
0597      PRINT 1176, (SPS(K,L),L=1,N)
0598      PRINT 1177, EIGR(I),EIGI(I)
0599      DO 520 K=1,N
0600      DO 520 L=1,N
0601      520 CONTINUE
0602      IF (KNOW.NE.0) GO TO 890
0603      PRINT 1178, (SPS(K,L),L=1,N)
0604      PRINT 1179, EIGR(I),EIGI(I)
0605      DO 525 K=1,N
0606      DO 525 L=1,N
0607      525 CONTINUE
0608      IF (KNOW.NE.0) GO TO 891
0609      PRINT 1180, (SPS(K,L),L=1,N)
0610      PRINT 1181, EIGR(I),EIGI(I)
0611      DO 530 K=1,N
0612      DO 530 L=1,N
0613      530 CONTINUE
0614      IF (KNOW.NE.0) GO TO 892
0615      PRINT 1182, (SPS(K,L),L=1,N)
0616      PRINT 1183, EIGR(I),EIGI(I)
0617      DO 535 K=1,N
0618      DO 535 L=1,N
0619      535 CONTINUE
0620      IF (KNOW.NE.0) GO TO 893
0621      PRINT 1184, (SPS(K,L),L=1,N)
0622      PRINT 1185, EIGR(I),EIGI(I)
0623      DO 540 K=1,N
0624      DO 540 L=1,N
0625      540 CONTINUE
0626      IF (KNOW.NE.0) GO TO 894
0627      PRINT 1186, (SPS(K,L),L=1,N)
0628      PRINT 1187, EIGR(I),EIGI(I)
0629      DO 545 K=1,N
0630      DO 545 L=1,N
0631      545 CONTINUE
0632      IF (KNOW.NE.0) GO TO 895
0633      PRINT 1188, (SPS(K,L),L=1,N)
0634      PRINT 1189, EIGR(I),EIGI(I)
0635      DO 550 K=1,N
0636      DO 550 L=1,N
0637      550 CONTINUE
0638      IF (KNOW.NE.0) GO TO 896
0639      PRINT 1190, (SPS(K,L),L=1,N)
0640      PRINT 1191, EIGR(I),EIGI(I)
0641      DO 555 K=1,N
0642      DO 555 L=1,N
0643      555 CONTINUE
0644      IF (KNOW.NE.0) GO TO 897
0645      PRINT 1192, (SPS(K,L),L=1,N)
0646      PRINT 1193, EIGR(I),EIGI(I)
0647      DO 560 K=1,N
0648      DO 560 L=1,N
0649      560 CONTINUE
0650      IF (KNOW.NE.0) GO TO 898
0651      PRINT 1194, (SPS(K,L),L=1,N)
0652      PRINT 1195, EIGR(I),EIGI(I)
0653      DO 565 K=1,N
0654      DO 565 L=1,N
0655      565 CONTINUE
0656      IF (KNOW.NE.0) GO TO 899
0657      PRINT 1196, (SPS(K,L),L=1,N)
0658      PRINT 1197, EIGR(I),EIGI(I)
0659      DO 570 K=1,N
0660      DO 570 L=1,N
0661      570 CONTINUE
0662      IF (KNOW.NE.0) GO TO 900
0663      PRINT 1198, (SPS(K,L),L=1,N)
0664      PRINT 1199, EIGR(I),EIGI(I)
0665      DO 575 K=1,N
0666      DO 575 L=1,N
0667      575 CONTINUE
0668      IF (KNOW.NE.0) GO TO 901
0669      PRINT 1
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0072      DO 56 L=1,N
0073      CHI(I,K,L)=SPS(K,L)
0074      56 CONTINUE
0075      IF (IKNOW.NE.0) GO TO 600
0076      DO 35 K=1,N
0077      95 PRINT 1002, (SPS(K,L),L=1,N)
      C ** CALCULATE COMPLEX EIGENVECTOR (1 MODIFICATION)
0078      210 PRINT 1007
0079      220 DO 221 K=1,N
0080      SPS(K,1)=SQRT(CHI(I,K,1)**2 + CHI(I,K,1)**2)
0081      SPS(K,2)=ATAN2(CHI(I,K,1),CHI(I,K,1)) *(-57.2958)
0082      PRINT 1007,SPS(K,1),SPS(K,2)
0083      221 CONTINUE
0084      1005 FORMAT(1H0.5X,26HTHE COMPLEX EIGENVECTOR IS,/3X,9HMAGNITUDE,
      1 10X,11HPHASE (DEG)/)
0085      1007 FORMAT(1P2E20.7)
      C ** END OF MODIFICATION.
0086      GO TO 600
0087      50 IF (IKNOW.NE.0) GO TO 304
0088      PRINT 1004, EIGR(I)
0089      304 DO 60 K=1,N
0090      DO 60 L=1,N
0091      60 SPS(K,L)=REAL (CAL(K,L))
0092      DO 61 K=1,N
0093      DO 61 L=1,N
0094      CHI(I,K,L)=SPS(K,L)
0095      61 CONTINUE
0096      IF (IKNOW.NE.0) GO TO 600
0097      DO 75 K=1,N
0098      75 PRINT 1002, (SPS(K,L),L=1,N)
0099      600 IF (I.GE.N) RETURN
0100      I=I+1
0101      GO TO 700
0102      END

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0001      SUBROUTINE PROCT(N,A,U,V,I2)
C      THIS SUBROUTINE USES A MODIFIED BARSTON METHOD TO FIND THE
C      ROOTS OF A POLYNOMIAL.
0002      DIMENSION A(20),U(20),V(20),H(21),B(21),C(21)
0003      IREV=IR
0004      NC=N+1
0005      DO11=1,NC
0006      1 H(I)=A(I)
0007      P=C.
0008      Q=C.
0009      R=0.
0010      3 IF(H(1))4,2,4
0011      2 NC=NC-1
0012      V(NC)=0.
0013      U(NC)=0.
0014      C11002=1,NC
0015      1002 H(I)=H(I+1)
0016      GOT73
0017      4 IF(NC-1)5,100,5
0018      5 IF(NC-2)7,6,7
0019      6 R=-H(1)/H(2)
0020      GOT50
0021      7 IF(NC-3)6,6,6
0022      8 P=H(2)/H(3)
0023      Q=H(1)/H(3)
0024      GOT70
0025      9 IF(ABS (H(NC-1)/H(NC))-ABS (H(2)/H(1)))10,19,19
0026      10 IREV=-IREV
0027      M=NC/2
0028      DO111=1,M
0029      NL=NC+1-I
0030      R=H(NC)
0031      H(NL)=H(I)
0032      11 H(I)=R
0033      IF(0)13,12,13
0034      12 P=0.
0035      GOT15
0036      13 P=P/Q
0037      Q=1./Q
0038      15 IF(2)16,19,16
0039      16 R=1./Q
0040      19 R=5./5-10
0041      R(NC)=H(NC)
0042      C(NC)=H(NC)
0043      R(NC+1)=0.
0044      C(NC+1)=0.
0045      NP=NC-1
0046      20 C1499=1,1000
0047      DO2111=1,NP
0048      I=NC-1
0049      B(I)=H(I)+R*B(I+1)
0050      21 C(I)=B(I)+P*C(I+1)
0051      IF(ABS (B(1)/H(1))-150,50,24)
0052      24 IF(C(2))23,22,23
0053      22 R=P+1.
0054      GOT30

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0055      23 R=R-B(1)/C(2)
0056      32 DO 27 I=1,NP
0057          I=NC-I
0058          B(I)=H(I)-F*B(I+1)-Q*B(I+2)
0059      37 C(I)=B(I)-B*(I+1)-Q*C(I+2)
0060      JJ60      IF(H(Z))32,31,32
0061      31 IF(ABS (B(2)/H(1)))-E)33,33,34
0062      32 IF(ABS (B(2)/H(2)))-E)33,33,34
0063      33 IF(ABS (B(1)/H(1)))-E)70,70,34
0064      34 CBAP=C(2)-B(2)
0065          Q=C(3)*2-C(4)*C(4)
0066          IF(D)36,35,36
0067      35 Q=2-2
0068          Q=Q*(Q+1.)
0069          GOT749
0070      36 Q=B*(2)*C(3)-B(1)*C(4))/D
0071          Q=C+(-B(2)*CBAP+B(1)*C(3))/D
0072      49 CONTINUE
0073          F=E*10.
0074          GOT720
0075      50 NC=NC-1
0076          V(NC)=0.
0077          IF(IPEV)51,52,52
0078      51 U(NC)=1./2
0079          GOT753
0080      52 U(NC)=R
0081      53 DO 54 I=1,NC
0082      54 H(I)=B(I+1)
0083          GOT774
0084      70 NC=NC-2
0085          IF(IPEV)71,72,72
0086      71 QP=1./Q
0087          PP=P/(Q*2.C)
0088          GOT773
0089      72 CP=0
0090          PP=P/2.0
0091      73 F=(PP)*2-Q2
0092          IF(F)4,75,75
0093      74 U(NC+1)=-PP
0094          U(NC)=-PP
0095          V(NC+1)=SQRT (-F)
0096          V(NC)=-V(NC+1)
0097          GOT776
0098      75 IF(PP)81,80,81
0099      80 U(NC+1)=-SQRT(F)
0100          GO TO 82
0101      81 U(NC+1)=-((PP/ABS (PP))*(ABS (PP)+SQRT (F))
0102      82 CONTINUE
0103          V(NC+1)=0.
0104          U(NC)=QP/U(NC+1)
0105          V(NC)=0.
0106      76 DO 77 I=1,NC
0107      77 H(I)=B(I+2)
0108          GOT74
0109      100 RETURN
0110      END

```


APPENDIX C

MODIFIED "BASMAT" PROGRAM FOR HP-9830

1	CIM A(6,8),C(8,8)	BAS00010
2	CIM M(8,1),Y(1,8)	BAS00020
4	CIM Z(8,8)	BAS00030
6	FIXED 6	BAS00040
7	DATA	BAS00050
8	DATA	BAS00060
9	DATA	BAS00070
10	DATA	BAS00080
11	DATA	BAS00090
12	DATA	BAS00100
13	DATA	BAS00110
14	DATA	BAS00120
15	DATA	BAS00130
16	MAT READ O	BAS00140
17	PRINT "CCR 130 KNOTS THE BASIC A MATRIX"	BAS00150
18	MAT PRINT C	BAS00160
19	PRINT	BAS00170
20	MAT READ M	BAS00180
21	PRINT "THE BASIC CONTRCL MATRIX IS"	BAS00190
22	MAT PRINT M	BAS00200
23	FOR I5=-1 TO 1 STEP C.1	BAS00210
24	FOR J5=-1 TO 1 STEP C.1	BAS00220
25	Y(1,1)=Y(1,2)=Y(1,5)=Y(1,6)=Y(1,7)=Y(1,8)=0	BAS00230
27	Y(1,3)=I5	BAS00240
28	Y(1,4)=J5	BAS00250
29	MAT Z=M*Y	BAS00260
30	MAT A=C-Z	BAS00270
31	G1=C	BAS00280
32	GCSUB 2000	BAS00290
33	N=8	BAS00300
34	PRINT "THE REVISED PLANT MATRIX AT 130 KTS, WITH K(Q1)=",I5	BAS00310
35	PRINT "AND K(THETA)=",J5	BAS00320
36	MAT PRINT A	BAS00330
37	REDIM K(8,8)	BAS00340
38	PRINT	BAS00350
43	FOR I=1 TO N	BAS00360
44	F(1,1)=M(1,1)	BAS00370
46	NEXT I	BAS00380
48	FOR I=2 TO N	BAS00390
50	L5=I-1	BAS00400
52	FOR J=1 TO N	BAS00410
54	F(J,I)=0	BAS00420
56	FOR K=1 TO N	BAS00430
58	F(J,I)=F(J,I)+A(J,K)*F(K,L5)	BAS00440
60	NEXT K	BAS00450
61	NEXT J	BAS00460
62	NEXT I	BAS00470
63	FOR I=1 TO N	BAS00480
64	FOR J=1 TO N	BAS00490
65	K(I,J)=A(I,J)	BAS00500
66	A(I,J)=F(I,J)	BAS00510
67	NEXT J	BAS00520
68	NEXT I	BAS00530
69	GCSUB 1000	BAS00540
70	IF E NOT EQUAL TO ZERO THEN 76	BAS00550
71	GCSUB 2000	BAS00560
72	PRINT "MATRIX IS UNCONTROLLABLE"	BAS00570
74	GCTC 110	BAS00580
76	FOR I=1 TO N	BAS00590
78	FOR J=1 TO N	BAS00600
79	Q(I,J)=C	BAS00610
80	FOR K=1 TO N	BAS00620
81	Q(I,J)=Q(I,J)+F(I,K)*P(K,J)	BAS00630
82	NEXT K	BAS00640
83	NEXT J	BAS00650
84	NEXT I	BAS00660
86	NEXT I	BAS00670
88	E1=C	BAS00680
90	FOR I=1 TO N	BAS00690
92	FOR J=1 TO N	BAS00700
93	A(I,J)=K(I,J)	BAS00710
94	IF (I=J) NOT EQUAL TO ZERO THEN 100	BAS00720
96	E2=ABS(C(I,J)-1)	BAS00730
98	GOTO 101	BAS00740
100	E2=ABS(C(I,J))	BAS00750
101	IF ABS(E1)>ABS(E2) THEN 104	BAS00760
102	E1=ABS(E2)	BAS00770
103	GCTC 105	BAS00780
104	E1=ABS(E1)	BAS00790
105	NEXT J	BAS00800
106	NEXT I	BAS00810
107	PRINT	BAS00820
108	IF (E1-E-C5)<0 THEN 110	BAS00830
109	PRINT "PLANT IS NUMERICALLY UNCONTROLLABLE, DEVIATION=",E1	BAS00840
110	GCSUB 2000	BAS00850
112	PRINT "OPEN LOOP CALCULATIONS"	BAS00860
114	PRINT	BAS00870
116	PRINT "CENEX COEF IN ASCENDING POWERS OF S"	BAS00880

120	GOSUB 3199	BASC00890
122	FOR I=1 TO N6	BASC00900
124	PRINT C(I)	BASC00910
126	L(I)=C(I)	BASC00920
128	NEXT I	BASC00930
130	GOSUB 3399	BASC00940
132	GOSUB 5000	BASC00950
430	NEXT J5	BASC00960
440	NEXT I5	BASC00970
450	END	BASC00980
1000	N7=1	BASC00990
1002	E=1	BASC01000
1004	FOR I=1 TO N	BASC01010
1006	FOR J=1 TO N	BASC01020
1008	P(I,J)=0	BASC01030
1010	G(I,J)=A(I,J)	BASC01040
1012	NEXT J	BASC01050
1014	NEXT I	BASC01060
1016	FOR I=1 TO N	BASC01070
1018	X(I)=1	BASC01080
1019	P(I,I)=1	BASC01090
1020	NEXT I	BASC01100
1022	FOR I=1 TO N	BASC01110
1024	C=C	BASC01120
1026	K=1	BASC01130
1028	IF (ABS(G(K,I))-ABS(C)) <= 0 THEN 1034	BASC01140
1030	C=G(K,I)	BASC01150
1032	N7=K	BASC01160
1034	K=K+1	BASC01170
1036	IF (K-N) <= 0 THEN 1028	BASC01180
1038	IF (G(N7,I))=0 THEN 1102	BASC01190
1040	IF (N7-I)<0 THEN 1102	BASC01200
1042	IF (N7-I)=0 THEN 1066	BASC01210
1044	FOR M=1 TO N	BASC01220
1046	T=G(I,M)	BASC01230
1048	G(I,M)=G(N7,M)	BASC01240
1050	G(N7,M)=T	BASC01250
1052	T=P(I,M)	BASC01260
1054	P(I,M)=P(N7,M)	BASC01270
1056	P(N7,M)=T	BASC01280
1058	NEXT M	BASC01290
1060	T=X(I)	BASC01300
1062	X(I)=X(N7)	BASC01310
1064	X(N7)=T	BASC01320
1066	X(I)=X(I)/G(I,I)	BASC01330
1068	T=X(I)	BASC01340
1068	T=G(I,I)	BASC01350
1070	FOR M=1 TO N	BASC01360
1072	P(I,M)=P(I,M)/T	BASC01370
1074	G(I,M)=G(I,M)/T	BASC01380
1076	NEXT M	BASC01390
1078	FOR J=1 TO N	BASC01400
1080	IF (J-I)=0 THEN 1096	BASC01410
1082	IF (G(J,I))=0 THEN 1096	BASC01420
1084	X(J)=X(J)-G(J,I)*X(I)	BASC01430
1086	T=G(J,I)	BASC01440
1088	FOR N7=1 TO M	BASC01450
1090	P(J,N7)=P(J,N7)-T*P(I,N7)	BASC01460
1092	G(J,N7)=G(J,N7)-T*G(I,N7)	BASC01470
1094	NEXT N7	BASC01480
1096	NEXT J	BASC01490
1098	NEXT I	BASC01500
1100	RETURN	BASC01510
1102	PRINT "MATRIX IS SINGULAR"	BASC01520
1104	E=C	BASC01530
1106	RETURN	BASC01540
1500	FOR I=1 TO N6	BASC01550
1502	R(I)=C(I)	BASC01560
1504	NEXT I	BASC01570
1506	RETURN	BASC01580
2000	PRINT "*****"	BASC01590
2004	RETURN	BASC01600
3199	N6=N+1	BASC01610
3200	CIM C(100)	BASC01620
3201	FOR I=1 TO N6	BASC01630
3203	C(I)=0	BASC01640
3205	NEXT I	BASC01650
3207	C(N6)=1	BASC01660
3209	FOR M=1 TO N	BASC01670
3211	A=C	BASC01680
3213	L=1	BASC01690
3215	J(L)=1	BASC01700
3217	GOTO 3221	BASC01710
3219	J(L)=J(L)+1	BASC01720
3221	IF (L-M)=0 THEN 3235	BASC01730
3223	IF (L-M)>0 THEN 3277	BASC01740
3225	M=M-1	BASC01750
3227	FOR I=L TO M1	BASC01760
3229	II=I+1	BASC01770

3231	J(I1)=J(I)+1	BASC1780
3233	NEXT I	BASC1790
3235	FOR I=1 TO M	BASC1800
3237	FOR K1=1 TO M	BASC1810
3239	N5=J(I)	BASC1820
3241	N1=J(K1)	BASC1830
3243	B(I,K1)=A(N5,N1)	BASC1840
3245	NEXT K1	BASC1850
3247	NEXT I	BASC1860
3249	A=A+1	BASC1870
3251	GCSUB 3299	BASC1880
3253	C(A)=0	BASC1890
3255	FOR I=1 TO M	BASC1900
3257	L=M-I+1	BASC1910
3259	IF (J(L)-(A-M+L))<C THEN 3219	BASC1920
3261	IF (J(L)-(A-M+L))>C THEN 3277	BASC1930
3263	NEXT I	BASC1940
3265	M2=A-M+1	BASC1950
3267	FOR I=1 TO A	BASC1960
3269	C(M2)=C(M2)+C(I)*(-1)EXP(M)	BASC1970
3271	NEXT I	BASC1980
3273	NEXT M	BASC1990
3275	RETURN	BASC2000
3277	PRINT " ERROR IN CFREQ"	BASC2010
3279	RETURN	BASC2020
3259	I3=C	BASC2030
3301	FOR I=1 TO M	BASC2040
3303	K=I	BASC2050
3305	IF (B(K,I)) NOT EQUAL TO ZERO THEN 3313	BASC2060
3307	C THEN 3313	BASC2070
3309	K=K+1	BASC2080
3311	IF (K-M) <= 0 THEN 3305	BASC2090
3313	IF (K-M) > 0 THEN 3359	BASC2100
3315	IF (I-K) = 0 THEN 3329	BASC2110
3317	IF (I-K) > 0 THEN 3359	BASC2120
3319	FOR M4=1 TO M	BASC2130
3321	T=B(I,M4)	BASC2140
3323	B(K,M4)=T	BASC2150
3325	NEXT M4	BASC2160
3327	I3=I3+1	BASC2170
3329	I1=I+1	BASC2180
3331	IF I1>M THEN 3345	BASC2190
3333	FOR M4=I1 TO M	BASC2200
3335	IF B(M4,I)=C THEN 3344	BASC2210
3337	T=B(M4,I)/B(I,I)	BASC2220
3339	FOR B=1 TO M	BASC2230
3341	B(M4,B)=B(M4,B)-B(I,B)*T	BASC2240
3343	NEXT B	BASC2250
3345	NEXT M4	BASC2260
3347	D=1	BASC2270
3349	FOR I=1 TO M	BASC2280
3351	C=C*B(I,1)	BASC2290
3353	NEXT I	BASC2300
3355	C=((-1)*EXP(I3)*D	BASC2310
3357	RETURN	BASC2320
3359	D=C	BASC2330
3361	RETURN	BASC2340
3363	I3=1	BASC2350
3401	N1=N+1	BASC2360
3403	FOR I=1 TO N1	BASC2370
3405	D(I)=C(I)	BASC2380
3407	NEXT I	BASC2390
3409	P=Q=R=0	BASC2400
3411	IF D(1) NOT EQUAL TO ZERO THEN 3425	BASC2410
3413	0 THEN 3425	BASC2420
3415	N1=N1-1	BASC2430
3417	V(N1)=U(N1)=C	BASC2440
3419	FOR I=1 TO N1	BASC2450
3421	D(I)=D(I+1)	BASC2460
3423	NEXT I	BASC2470
3425	GCTC 3411	BASC2480
3427	IF (N1-1)=C THEN 3615	BASC2490
3429	IF (N1-2) NOT EQUAL TO ZERO THEN 3433	BASC2500
3431	R=-C(1)/C(2)	BASC2510
3433	GCTC 3549	BASC2520
3435	IF (N1-3) NOT EQUAL TO ZERO THEN 3441	BASC2530
3437	P=0(2)/C(3)	BASC2540
3439	Q=C(1)/C(3)	BASC2550
3441	GCTC 3567	BASC2560
3443	IF (ABS(C(N1-10)/D(N1)-ABS(C(2)/D(1))) >= 0 THEN 3437	BASC2570
3445	I3=-I3	BASC2580
3447	M=N1/2	BASC2590
3449	FOR I=1 TO M	BASC2600
3451	N2=N1+1-I	BASC2610
3453	F=C(N2)	BASC2620
3455	C(N2)=C(I)	BASC2630
3457	C(N2)=C(I)	BASC2640
3459	C(N2)=C(I)	BASC2650

3455	C(I)=F	BASC02660
3457	NEXT I	BASC02670
3459	IF C NOT EQUAL TO ZERO THEN 3465	BASC02680
3461	P=C	BASC02690
3463	GC TC 3465	BASC02700
3465	F=P/C	BASC02710
3467	C=1/C	BASC02720
3469	IF R=C THEN 3473	BASC02730
3471	R=1/R	BASC02740
3473	E=5E-1C	BASC02750
3475	J(N1)=E(N1)	BASC02760
3477	W(N1)=C(N1)	BASC02770
3479	J(N1+1)=W(N1+1)=0	BASC02780
3483	N3=N1-1	BASC02790
3485	FCR I=1 TC 1000	BASC02800
3487	FCR I1=1 TC N3	BASC02810
3489	I=N1-1	BASC02820
3491	J(I)=C(I)+R*J(I+1)	BASC02830
3493	W(I)=J(I)+R*W(I+1)	BASC02840
3495	NEXT I1	BASC02850
3497	IF (ABS(J(1)/D(1)-E) <= 0 THEN 3549	BASC02860
3499	IF W(2) NOT EQUAL TO ZERO THEN 3505	BASC02870
3501	R=R+1	BASC02880
3503	GC TC 3507	BASC02890
3505	R=R-J(I1)/W(2)	BASC02900
3507	FCR I1=1 TC N3	BASC02910
3509	I=N1-1	BASC02920
3511	J(I)=C(I)-F*J(I+1)-C*J(I+2)	BASC02930
3513	W(I)=J(I)-F*W(I+1)-C*W(I+2)	BASC02940
3515	NEXT I1	BASC02950
3517	IF C(2) NOT EQUAL TO ZERO THEN 3523	BASC02960
3519	IF (ABS(J(2)/D(1))-E) > THEN 3527	BASC02970
3521	IF (ABS(J(2)/D(1))-E) <= THEN 3525	BASC02980
3523	IF (ABS(J(2)/D(2))-E) > 0 THEN 3527	BASC02990
3525	IF (ABS(J(1)/D(1))-E) <= 0 THEN 3567	BASC03000
3527	C1=W(2)-J(2)	BASC03010
3529	D=W(3)*EXP(2)-C1*W(4)	BASC03020
3531	IF D NOT EQUAL TO ZERO THEN 3539	BASC03030
3533	P=P-2	BASC03040
3535	C=C*(C+1)	BASC03050
3537	GC TC 3543	BASC03060
3539	P=P+(J(2)*W(3)-J(1)*W(4))/C	BASC03070
3541	Q=Q+(-J(2)*C1+J(1)*W(3))/D	BASC03080
3543	NEXT L	BASC03090
3545	E=E*10	BASC03100
3547	GC TC 3485	BASC03110
3549	N1=N1-1	BASC03120
3551	V(N1)=0	BASC03130
3553	IF I3 >= C THEN 3559	BASC03140
3555	U(N1)=1/R	BASC03150
3557	GC TC 3561	BASC03160
3559	U(N1)=R	BASC03170
3561	FCR I=1 TC N1	BASC03180
3563	D(I)=J(I+1)	BASC03190
3565	NEXT I	BASC03200
3567	GC TC 3425	BASC03210
3569	N1=N1-2	BASC03220
3571	IF I3 >= 0 THEN 3577	BASC03230
3573	Q1=1/C	BASC03240
3575	P1=P/TC*2	BASC03250
3577	GC TC 3581	BASC03260
3579	Q1=C	BASC03270
3581	P1=P/2	BASC03280
3583	F=P1*EXP(2)-Q1	BASC03290
3585	IF F >= 0 THEN 3593	BASC03300
3587	U(N1+1)=C(N1)=-P1	BASC03310
3589	V(N1+1)=SQR(-F)	BASC03320
3591	V(N1)=-V(N1+1)	BASC03330
3593	GC TC 3607	BASC03340
3595	IF P1 NOT EQUAL TO ZERO THEN 3599	BASC03350
3597	U(N1+1)=-SQR(F)	BASC03360
3599	GC TC 3601	BASC03370
3601	U(N1+1)=-(P1/ABS(P1))*(ABS(P1)+SQR(F))	BASC03380
3603	V(N1+1)=V(N1)=0	BASC03390
3605	U(N1)=C1/U(N1+1)	BASC03400
3607	FCR I=1 TC N1	BASC03410
3609	C(I)=J(I+2)	BASC03420
3611	NEXT I	BASC03430
3613	GC TC 3425	BASC03440
3615	RETURN	BASC03450
3617	RETURN	BASC03460
3619	PRINT	BASC03470
3621	PRINT " THE ROOTS ARE: REAL INAGINARY"	BASC03480
3623	FCR I=1 TC N	BASC03490
3625	PRINT " ;U(I),V(I)	BASC03500
3627	NEXT I	BASC03510
3629	PRINT	BASC03520
3631	RETURN	BASC03530

APPENDIX D Sample BASMAT computer program output.

BASIC MATRIX PROGRAM
 PPTLE= IDENTIFICATION POWER 40 CFC 1.0

THE A MATRIX

-1.7300-03	-1.4430-03	2.3350 CC	-3.2200D 01	7.69300-01	-2.73500-01	2.2310J-C2	0.0
-5.0330-03	-2.3630-01	-1.41700-01	0.0	6.72000-01	6.57400-01	-1.7380J-C2	0.0
8.29270-04	-3.19300-04	-2.54200 CC	0.0	-1.98100 00	1.68800-01	-1.0340J-C2	0.0
0.0	0.0	1.00000 CC	0.0	0.0	0.0	0.0	0.0
-4.39900-03	-1.70600-03	6.45900 00	0.0	-7.71300 00	-2.74800-01	-1.2190J-C2	0.0
3.52000-05	-1.90000-03	1.31500-01	0.0	2.04500-01	-3.66100-01	1.2570J-C2	0.0
-2.64000-03	-1.42400-02	7.25100-01	0.0	-2.47100 00	5.60800-01	-2.6050J-C2	3.22000 01
0.0	0.0	0.0	0.0	1.00000 00	0.0	0.0	0.0

THE CONTROL MATRIX E

-1.29550 01
-8.69700 00
9.36600 00
0.0
1.16400 00
-2.67000-01
4.85700 00
0.0

THE GAIN MATRIX G

0.0	0.0	0.0	0.0	0.0	0.0
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THE MODIFIED PLANT MATRIX, A-PC

-1.76900-03	-1.4430-03	2.33500 00	-3.22000 01	7.69300-01	-2.73500-01	2.2310J-C2	0.0
-5.0330-03	-2.3630-01	-1.41700-01	0.0	6.72000-01	6.57400-01	-1.7380J-C2	0.0
8.29270-04	-3.19300-04	-2.54200 CC	0.0	-1.98100 00	1.68800-01	-1.0340J-C2	0.0
0.0	0.0	1.00000 CC	0.0	0.0	0.0	0.0	0.0
-4.39900-03	-1.70600-03	6.45900 00	0.0	-7.71300 00	-2.74800-01	-1.2190J-C2	0.0
3.52000-05	-1.90000-03	1.31500-01	0.0	2.04500-01	-3.66100-01	1.2570J-C2	0.0
-2.64000-03	-1.42400-02	7.25100-01	0.0	-2.47100 00	5.60800-01	-2.6050J-C2	3.22000 01
0.0	0.0	0.0	0.0	1.00000 00	0.0	0.0	0.0

THE CHARACTERISTIC POLYNOMIAL - IN ASCENDING POWERS OF S

-1.12717830-04	3.30094230-03	1.41502950-01	1.02599150 00	5.27256770 00	2.19051210 01
3.98056090 01	1.05856400 01	1.00000000 00			

THE EIGENVALUES OF THE MATRICES
REAL PART IMAGINARY PART

0.2	0.2
0.3	0.3
0.4	0.4
0.5	0.5
0.6	0.6
0.7	0.7
0.8	0.8
0.9	0.9
1.0	1.0
1.1	1.1
1.2	1.2
1.3	1.3
1.4	1.4
1.5	1.5
1.6	1.6
1.7	1.7
1.8	1.8
1.9	1.9
2.0	2.0
2.1	2.1
2.2	2.2
2.3	2.3
2.4	2.4
2.5	2.5
2.6	2.6
2.7	2.7
2.8	2.8
2.9	2.9
3.0	3.0
3.1	3.1
3.2	3.2
3.3	3.3
3.4	3.4
3.5	3.5
3.6	3.6
3.7	3.7
3.8	3.8
3.9	3.9
4.0	4.0
4.1	4.1
4.2	4.2
4.3	4.3
4.4	4.4
4.5	4.5
4.6	4.6
4.7	4.7
4.8	4.8
4.9	4.9
5.0	5.0
5.1	5.1
5.2	5.2
5.3	5.3
5.4	5.4
5.5	5.5
5.6	5.6
5.7	5.7
5.8	5.8
5.9	5.9
6.0	6.0
6.1	6.1
6.2	6.2
6.3	6.3
6.4	6.4
6.5	6.5
6.6	6.6
6.7	6.7
6.8	6.8
6.9	6.9
7.0	7.0
7.1	7.1
7.2	7.2
7.3	7.3
7.4	7.4
7.5	7.5
7.6	7.6
7.7	7.7
7.8	7.8
7.9	7.9
8.0	8.0
8.1	8.1
8.2	8.2
8.3	8.3
8.4	8.4
8.5	8.5
8.6	8.6
8.7	8.7
8.8	8.8
8.9	8.9
9.0	9.0
9.1	9.1
9.2	9.2
9.3	9.3
9.4	9.4
9.5	9.5
9.6	9.6
9.7	9.7
9.8	9.8
9.9	9.9
10.0	10.0

THE ELEMENTS OF ALGEBRA

THE MIX (EFF) FILE (1.86070)-C217

[illegible]

THE MATRIX EFFECTS OF FEXF (-5, 1895COP-C21Y

4. 37720-01	-1. 75250-03	2. 71450-02	3. 52620-02	6. 02070-01	8. 61820-01	-1. 5760-00	5. 48250-02
4. 37730-02	-1. 64230-00	-5. 72430-00	-1. 08420-01	-2. 15700-00	-3. 08760-00	-3. 56470-02	-3. 56470-02
4. 37730-05	-1. 49530-00	-2. 27730-02	-2. 52100-02	-4. 94320-03	-7. 17100-03	-1. 21510-05	-3. 14950-02
7. 85910-04	-2. 87820-00	2. 55770-01	-5. 85790-01	5. 66340-02	-1. 39350-01	-2. 57340-00	-1. 57340-00
8. 53920-03	3. 10100-05	-1. 05050-01	5. 36700-03	-1. 04350-03	-1. 51490-01	-2. 80930-02	-1. 57340-00
7. 7430-03	3. 10100-05	-2. 06730-03	-2. 32640-03	-4. 62840-01	-6. 2510-01	-1. 21200-02	-7. 52010-00
7. 1590-02	1. 57340-00	-5. 47500-01	-2. 02850-01	-1. 19540-01	-1. 71480-01	-3. 14030-01	-1. 57340-00
6. 6560-02	-6. 12750-03	5. 28300-02	-1. 03440-01	2. 05620-02	-2. 54540-02	-3. 33920-01	-3. 33920-01

THE MATRIX COEFFICIENTS OF THE EXP(−tA) ARE

3.24460-01	1.14250-01	-1.71910	1.32830	01	-9.22920	00	1.17770	03	1.5515	00	-5.23430	CC
4.47740-03	-1.14940-03	-1.59240-02	1.52330	-02	5.65460-02	-1.64890-02	-1.64890-02	-1.64890-02	-2.63715	-03	-1.01550	CC
5.47610-04	1.45340-04	-2.04500-01	3.25400-01	-1	-1.65440-01	1.65440-01	1.65440-01	1.65440-01	-3.15215	-03	-1.14770-01	CC
1.00690-04	0.54540-04	-2.19400-01	3.23000-01	-1	1.42300-01	-2.05250-03	-2.05250-03	-2.05250-03	-5.56425	-03	-1.55150-01	CC
1.92370-04	0.12680-03	-2.58240-03	6.71760-03	-1	-2.63200-03	1.65150-04	1.65150-04	1.65150-04	-5.34105	-03	-3.02670-02	CC
4.13220-03	-1.37000-03	-2.04290-01	2.27600-01	-1	-1.08270-01	1.45710-02	1.45710-02	1.45710-02	1.58155	-02	-1.15350-00	CC
1.37190-04	6.56150-03	-1.51520-00	1.71420-00	-1	1.71420-00	6.66030-01	6.66030-01	6.66030-01	-6.66030	-01	-1.58440-01	CC
1.03260-04	-5.61310-03	-3.33300-01	-4.43590-01	-1	6.43040-02	-3.47080-04	-3.47080-04	-3.47080-04	-6.39975	-03	-2.57540-01	CC

THE MATOX CORP., FA-101-1-6, 346470-CENTIN 2,00496C-0111

[illegible]

THE MATRIX COEFFICIENTS OF EXP(-5.187805D 00)T+C3S(-2.532566D 00)T

1.05440D-03	2.41C2D-04	-2.0381D 00	6.0784D-03	6.7150D-01	1.1217D-01	1.7412D-C3	-1.2245D-02
2.149D-05	-6.5480D-C5	-8.3181D-C2	4.6881D-C4	-6.6591D-C2	5.0420D-C3	-2.1563D-C3	-3.8627D-03
-4.5226D-04	-6.0355D-C5	5.540D-C1	-3.7396D-03	6.8241D-04	-5.5887D-C2	-3.0521D-C4	5.3820D-03
1.1614D-04	2.4223D-C3	-2.306D-C1	7.2728D-04	5.9279D-02	1.2956D-C2	1.7333D-C4	-1.2345D-C3
1.9239D-04	1.7423D-C3	-2.8037D-03	-3.5369D-03	9.9974D-01	-1.2273D-C2	1.4156D-C3	-4.6556D-C4
3.1238D-05	4.1546D-06	-8.4119D-C2	-3.2838D-04	-5.2785D-03	5.1637D-03	2.5175D-C5	-1.2644D-02
-1.0180D-03	1.2562D-C4	-2.289D C0	-8.88916D-03	7.0775D-02	-1.3762D-01	-3.843D-C4	-5.8367D-C4
7.2325D-05	-2.2246D-05	-1.9253D-C1	5.1092D-04	-7.9935D-02	1.2830D-02	-3.8338D-C5	

THE MATRIX COEFFICIENT OF EXP(-5.187805D 00)T+SIN(2.532566D 00)T

3.2433D-04	1.8123D-04	-3.2546D-01	-9.5428D-04	9.2717D-01	5.1459D-C3	1.4317D-C3	-2.5454D-03
-1.4008D-04	3.8361D-05	-2.5294D-01	6.4057D-04	1.3167D-01	1.3167D-02	-2.8437D-C4	-1.5763D-03
-6.0188D-C4	1.5661D-C4	5.6694D-01	-1.5102D-C3	-7.8148D-01	-4.7818D-C2	-1.4522D-C3	5.5334D-04
5.9322D-03	-3.6048D-C5	-7.5568D-C2	-1.3165D-C5	1.2170D-01	2.8927D-01	-2.0366D-C4	-1.5473D-02
-1.2459D-03	2.2824D-04	-2.5437D-C2	-7.2167D-03	-9.9661D-01	-1.3755D-01	-2.3552D-C3	1.3334D-C4
1.2422D-05	1.8326D-C3	-2.7583D-02	1.5821D-04	7.1282D-02	4.7617D-C3	1.3862D-C4	-1.5578D-02
-1.4657D-03	4.7115D-00	-2.4495D 00	-4.8356D-03	-1.8510D-00	-3.568D-C3	-3.568D-C3	-2.5624D-03
2.2412D-04	6.4333D-C5	-3.5633D-C1	9.4539D-04	2.3101D-01	2.0253D-02	4.8054D-C4	

THE COMPLEX VECTOR IS PHASE (DEG)

1.1031080D-03	-1.705832C2F 01
1.4231737D-C4	-7.989197D 01
7.5286370D-04	1.282103D 02
1.3041172D-C4	-2.707165D C1
1.3555433D-C3	8.1864715D C1
6.3859886D-05	-5.7263145D C1
1.78845529D-C3	1.247823D C2
2.34550130D-C4	-7.2114735D 01

THE GAIN MATRIX G

0.0	0.0	4.5000D-01	8.50C0D-01	0.0	0.0	0.0
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THE MODIFIED PLANT MATRIX, 4-FC

-1.7090D-03	-1.4420D-03	8.1348D C0	-2.1188D 01	7.6930D-01	-2.7350D-C3	2.2310D-C3	0.0
-5.0730D-03	-2.3660D-C1	3.7270D C0	-7.3925D 00	6.7260D-01	6.5750D-01	-1.7380D-C2	0.0
4.2927D-04	-3.1930D-04	-6.8520D 00	-7.9526D 03	-1.9810D 00	1.680D-01	-1.0340D-C3	0.0
0.0	C.C	1.0000D C0	0.0	0.0	0.0	C.C	0.0
-4.3990D-03	-1.7060D-C3	5.5350D 00	-9.8940D-01	-7.7130D 00	-2.7480D-01	-1.3150D-02	0.0
3.5230D-05	-1.9300D-03	2.5165D-01	-2.2695D-01	2.0450D-01	-3.6610D-C1	-1.2370D-C2	0.0
-2.0400D-03	-1.4240D-03	-1.478D C0	-4.1625D 00	-2.4710D 00	5.6080D-01	-2.6050D-C2	3.2200D 01
0.0	0.0	C.C	0.0	1.3300D 03	0.0	C.C	0.0

THE CHARACTERISTIC POLYNOMIAL = IN ASCENDING POWERS OF S

1.0189036D-C4	5.2586626D-01	3.3533566D 00	1.1617375D 01	4.8006537D 01	1.6634623D 02
8.1822891D C1	-1.515845D 01	1.6000000D 00			

THE EIGENVALUES OF THE A MATRIX
REAL PART
IMAGINARY PART

-1.0399244E-04
-3.8195892E-02
-2.6767314E-01
-2.4473216E-01
-4.7775410E-01
-9.7459679E-01
-6.7874815E-00
-6.7874815E-00

THE ELEMENTS OF THE STATE TRANSITION MATRIX

THE MATRIX COEFFICIENT OF EXP(-1.9399244E-04)t

9.92160-01 1.3650E-02 -2.5814D-00 -2.0309E-01 -8.5330D-01 -1.2600E-00 -7.3176E-05 -1.2146D-01
-2.4953D-02 -3.4345E-04 -6.4420D-02 -5.1080E-01 -2.1366D-02 -3.1690E-02 -1.8905E-05 -3.0545E-01
-1.3013D-09 -1.8002E-11 -3.3619E-09 -2.6680E-08 -1.3055E-09 -1.6538E-05 -1.7053E-13 -1.5929D-08
-6.7072D-06 -9.2316E-08 -1.7316D-05 -1.3730D-04 -5.7462D-06 -0.5179D-06 -4.5975E-14 -8.2113E-08
-1.4606D-09 -2.0017D-11 -4.1820D-05 -3.0641D-08 -1.0978E-09 -1.8894D-06 -5.6843E-14 -1.7852D-08
-6.4219D-03 -8.8350E-05 -1.6370D-02 -1.3146E-01 -5.5037D-03 -8.1556E-02 -4.7363E-07 -7.8621E-02
-1.9337D-01 -2.6615D-03 -4.5970D-01 -3.5583D-00 -1.6572E-01 -2.4557D-01 -1.4262E-05 -2.3673D-00
7.5290D-06 1.6331E-07 -1.9438D-05 -1.5412D-04 -6.4525D-06 -9.5616E-06 -6.6569E-10 -5.2177E-05

THE MATRIX COEFFICIENT OF EXP(3.8195892E-02)t*CS(2.767631D-01)t

9.7865D-03 -6.2353D-03 -3.5117D-02 -5.6468D-00 -9.9410D-01 -9.0151D-02 -5.4526E-02 -8.1437D-00
-3.8635D-03 -2.0767D-03 -1.5447D-02 -1.7697E-00 -3.1902D-01 -9.2747E-02 -2.0354E-02 -2.6428D-00
3.6521D-05 -1.5759D-05 -2.2340E-04 -1.2155D-02 -2.2874D-03 -1.7328E-04 -1.8964E-04 -1.5307D-02
-1.6781D-04 -2.6113E-05 -2.0371D-03 -6.0582E-02 -8.2305D-03 -7.4850E-02 -5.5961E-04 -5.7357D-02
-4.5975D-04 -4.7873D-07 -5.2981D-02 -8.5440E-02 -9.8720E-03 -1.7125D-02 -1.5915E-05 -6.6140D-02
4.5915D-03 -4.7469D-04 -5.3546D-02 -1.3782E-00 -1.8006D-01 -1.6938E-01 -8.7115E-05 -7.2139D-00
2.0102D-01 -2.0357D-03 -1.5182D-00 -1.1619D-01 -5.8352D-02 -5.4865E-01 -9.5117E-05 -7.7139D-00
6.8289D-05 -5.9700E-04 -5.4520E-03 -6.5412D-01 -1.1211D-01 -3.6318D-02 -1.7582E-05 -8.7634D-01

THE MATRIX COEFFICIENT OF EXP(3.8195892E-02)t*SI(2.767631D-01)t

-1.7395D-02 -2.2111D-03 -2.0711D-01 -5.7092D-00 -7.6062D-01 -7.4551D-01 -6.3804E-02 -5.2199D-00
5.6844D-03 -9.3559E-04 -6.5930D-02 -2.1229D-00 -2.8988D-01 -2.5843D-01 -2.0354E-02 -2.0277E-00
-4.2036D-05 -9.5509E-06 -5.4370D-04 -1.8769D-02 -3.6371D-03 -2.0871D-02 -1.8964E-04 -1.8841E-02
-1.0894D-05 -6.0050E-05 -5.2604D-04 -5.2424D-02 -9.4008D-03 -4.0050D-02 -5.8961E-05 -7.7677E-02
-8.8230D-05 -1.6831E-04 -8.0647D-04 -1.8342D-01 -3.0257D-02 -8.4437D-03 -7.7052E-05 -2.3535E-01
2.2499D-03 -1.6231E-03 -6.5882E-03 -1.5260D-00 -2.6536E-02 -3.3920D-02 -1.3018E-05 -2.1551D-00
-7.8159D-02 -6.4127E-02 -5.5478D-01 -8.0757D-01 -1.2725D-01 -5.3080D-00 -4.5983E-05 -5.8031E-01
-1.8151D-03 -8.0062D-05 -1.8301D-02 -2.2737E-01 -2.0157D-02 -5.6589D-02 -7.4331D-05 -8.3616D-02

THE COMPLEX EIGENVECTOR IS
MAGNITUDE PHASE (DEG)

1.95586288-02 6.0637000E-01
6.8730464E-03 -1.2420211E-02
5.5662504E-05 4.8995513E-01
1.9523126E-04 -3.146402E-01
5.074751E-04 1.6688774E-02
5.1134442D-03 -2.6103421E-01
2.0289519E-03 7.7590062E-00
1.8163517E-03 8.7645422E-01

THE MATRIX COEFFICIENT OF EXP(-2.4473220-CU)

-1.05250-03	-2.97370-02	-1.90370-02	2.1639E-01	-3.13150-02	-1.04850-01	1.65800-03	-2.23410-01
3.78950-02	1.03120-00	6.225480-01	-7.52120-00	1.08740-00	3.63600-00	-5.88620-02	7.74730-00
-2.48910-06	6.77250-05	4.10700-05	-4.53960-04	-7.14180-05	2.53800-04	-3.86710-02	5.08810-04
-1.01670-05	-2.76130-04	-1.27850-04	2.01840-05	-2.91820-04	-9.35700-03	1.58000-03	-2.07500-03
-1.99780-07	5.43300-06	3.29740-06	-3.56710-05	7.73470-06	-1.51740-05	-3.10510-07	4.08550-05
-2.89240-07	-7.70140-06	-2.29710-06	5.61710-05	-8.12130-03	-2.71550-02	-4.35750-04	-5.78590-02
3.12810-03	8.51460-02	5.16450-02	-6.21020-01	8.57880-02	3.60220-01	-4.86150-03	6.39590-01
-9.16330-07	-2.22500-05	-1.34780-05	1.62060-04	-2.34320-05	-7.83470-05	1.26880-02	-1.66540-04

THE MATRIX COEFFICIENT OF EXP(-4.7775410-CU)

9.37490-03	2.85670-02	-6.14300-01	-1.05450-01	9.24750-01	3.40080-00	-6.79860-02	4.58220-00
-1.11970-02	-3.41420-02	7.33670-01	1.25940-01	-1.10440-00	-4.66160-00	5.11580-02	-5.47260-00
-6.55520-05	-2.12900-04	4.55700-03	-7.82320-02	-6.84300-03	-2.53100-02	5.64350-03	-3.39550-02
-1.45580-04	4.43200-04	-5.53950-03	1.63750-01	1.43600-02	5.23110-02	-1.05560-03	7.11570-02
-1.32420-04	-4.03700-04	6.77700-03	1.48950-01	-1.30220-02	-4.60360-02	-5.60310-04	-6.47240-02
-2.47150-03	7.53340-03	1.61950-01	-2.78000-00	2.43600-01	8.65560-01	-1.79240-02	1.20800-00
-2.77500-02	-6.93110-02	1.49070-00	2.55890-01	-2.24410-00	-8.25260-00	1.64580-01	-1.11200-01
2.77170-04	8.45180-04	-1.81620-02	-3.11760-01	2.73340-02	1.00550-01	-2.01010-02	1.35470-01

THE MATRIX COEFFICIENT OF EXP(-5.7453680-CU)

-1.07890-02	-6.40370-03	4.72770-00	3.73710-01	-1.50840-00	-2.00040-00	1.05550-02	-3.50050-01
1.97820-03	1.17470-03	-8.67840-01	-6.85220-00	2.76570-01	3.66780-01	-1.42710-03	6.41840-02
-3.38180-04	-2.03620-04	1.48190-01	-1.17140-00	4.72820-02	6.27040-02	-3.32110-04	1.05730-02
-3.47000-04	-2.06000-04	1.52060-01	1.20200-00	-4.85150-02	-6.43380-02	-3.40770-04	-1.12590-02
3.72620-04	2.05660-04	-1.51910-01	-1.20080-00	4.84670-02	6.42750-02	-3.40430-04	1.12480-02
-1.22110-02	-7.21370-03	1.63280-01	1.29070-00	-5.20970-02	-6.50890-02	-3.65530-04	-1.20500-01
-3.55650-04	-2.11200-04	-5.35090-00	-4.22980-01	1.70730-00	2.26410-00	-1.19520-02	3.96200-01
		1.55870-01	1.23210-03	-4.97310-02	-6.55550-02	3.45310-04	-1.15410-02

THE MATRIX COEFFICIENT OF EXP(-6.7874820-CU)

5.62930-04	1.41610-04	-1.57300-00	-1.39300-00	4.71230-01	5.46030-03	1.35620-03	-5.55500-03
-1.50650-04	-4.20200-05	-5.32290-01	-5.01000-01	3.80760-02	1.70110-02	-1.52510-04	-1.57410-03
-3.07640-04	1.24340-05	1.17400-00	1.10590-00	-4.26720-02	-3.78850-02	-3.32200-04	3.20660-03
5.14780-05	1.24300-05	-1.54400-01	-1.05550-01	4.26720-02	5.60910-02	-5.65850-05	-5.44540-04
2.85310-04	1.52570-04	1.48520-01	1.14130-00	5.54720-01	8.67490-04	1.37050-03	-3.17530-03
-1.40730-05	5.20030-05	-6.47870-02	-7.65630-02	-5.06420-03	-2.17360-03	3.64600-04	-3.44330-04
-2.41650-04	3.14830-05	1.33120-00	1.75250-00	3.39630-01	-1.37160-05	-1.67800-04	-2.43500-03
-3.51850-06	-1.47370-05	-1.22220-01	-2.22210-01	-8.50010-07	3.31050-05	-5.07770-04	-1.64270-05

THE MATRIX COEFFICIENT OF EXP(-6.7974820-CU)

1.22550-04	1.30570-04	5.65950-01	1.28240-00	7.44740-01	-1.21110-02	3.70070-04	-1.44070-03
-1.13630-04	6.08480-05	-6.51400-02	-2.31730-01	2.86140-01	3.56890-03	-4.38570-04	-1.24510-03
-2.64130-04	-1.33340-04	-2.12700-01	-4.23800-01	-6.18600-01	-1.07400-05	5.66600-04	-2.80590-03
1.15920-05	-1.23860-05	4.56100-02	1.67700-01	6.85190-02	-1.00810-05	-8.95630-05	-1.36580-04
-5.95190-04	-1.20330-04	1.284700-00	1.55740-00	-3.23610-01	-5.40840-02	6.55620-04	-6.25000-03
2.21480-05	9.04440-06	-2.47010-02	5.72940-03	3.51150-02	1.27780-03	-6.65050-05	-2.38540-04
-5.50180-05	-2.04580-04	1.01730-00	1.36100-01	-8.54180-01	-3.82200-02	-1.51810-03	-5.90530-03
8.58220-05	-3.56120-05	-2.67870-01	-1.05380-01	5.60210-02	7.41570-03	-1.54360-04	-6.13340-04

THE COMPLEX EIGENVECTOR IS
THE MAGNITUDE

5.76114560-04	-1.22812110-01
1.88598930-04	-3.70246720-01
4.05478790-04	-1.35300570-02
5.27662440-05	-1.26504950-01
6.60303100-04	-6.92887400-01
2.62408640-05	-5.75676600-01
5.00501730-04	-1.12712570-02
8.58937630-05	-9.76523120-01

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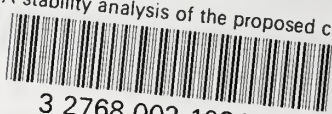
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